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BUT THEY
IMPROVE THEIR PERSONAL
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No. 19,340. 第一萬九千三百四十號 庚申年四月初九日 HONGKONG, WEDNESDAY, MAY 26TH, 1920. 三拜禮 中華民國九年五月廿六號 PRICE, $3 PER MONTH.

INTIMATIONS

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TELEPHONE 1919.
63

PEAK TRAMWAY COMPANY LIMITED.
TIME-TABLE
WEEK DAYS
7.00 a.m. to 8.00 a.m....Every 15 minutes
8.00 „ to 9.30 „ ... „ 10 „
9.30 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.30 p.m.... „ 15 „
12.30 p.m. to 2.30 „ ... „ 10 „
2.30 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.00 „ ... „ 10 „
NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. Every 30 minutes
11.45 p.m.
SATURDAYS.
Extra Car—12.00 Midnight.
SUNDAYS.
7.30 a.m.
8.00 „ to 10.30 a.m....Every 15 minutes
10.30 „ to 11.00 a.m.... „ 10 „
11.30 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.30 „ ... „ 15 „
5.30 „ to 6.00 „ ... „ 10 „
6.00 „ to 6.30 „ ... „ 15 „
6.30 „ to 8.00 „ ... „ 10 „
NIGHT CARS
As on Week Days.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.
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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 3 A Local. a.m.	No. 5 Through Express. a.m.	No. 7 Local. a.m.	No. 9 Through Slow. a.m.	No. 11 Local. a.m.	No. 13 Through Express. p.m.	No. 17 Local. p.m.	No. 23 Local. p.m.	No. 21 Local. p.m.	No. 25 Local. p.m.
CANTON (Tai Sha Tau)	dep.		7.30		9.35		3.30				
SHEK LUNG	arr.		8.40		11.07		4.45				
	dep.		8.45		11.17		4.50				
Sham Chun	arr.		10.23		1.00		6.40				
	dep.	7.27	10.30	8.10	4.30	11.45	6.45	3.00	5.04	6.11	9.04
Sheungshui	dep.	7.38	—	8.16	4.37	11.51	—	3.06	5.10	6.17	9.10
Fanling	dep.	7.57	—	8.31	4.52	11.55	—	3.10	5.14	6.21	9.13
Taipo Market	dep.	8.16	—	8.52	5.14	12.05	—	3.21	5.24	6.31	9.23
Taipo	arr.	8.29	—	9.03	5.27	12.09	—	3.25	5.28	6.35	9.28
Shatin	dep.	8.34	—	9.20	5.44	12.29	—	3.40	5.41	6.49	—
Ssaumati	dep.	8.37	—	9.24	5.50	12.36	—	3.53	5.55	7.00	—
Hwashem	dep.	8.52	—	9.40	6.06	12.51	—	3.59	6.02	7.08	—
KOWLOON	arr.	9.20	11.10	9.13	6.39	12.44	7.25	4.02	6.08	7.09	9.51

Wednesdays and Saturdays only, until Sept. 18th.

UP TRAINS

Stations		No. 4 Local. a.m.	No. 6 Through Express. a.m.	No. 8 Through Slow. a.m.	No. 10 Local. a.m.	No. 14 Local	No. 16 Local p.m.	No. 20 Local. p.m.	*No. 18 Through Express. p.m.	No. 22 Local p.m.	No. 24 Local. p.m.
Last Ferry leave	H.K.	6.25	7.55	9.05	10.13	11.45 a.m.	1.05	2.05	2.45	4.35	6.00
KOWLOON	dep.	6.45	8.10	9.20	10.23	12.03 p.m.	1.13	2.19	3.00	4.52	6.22
Hunghom	dep.	6.50		9.25	10.27	12.04	1.22	2.24	—	4.56	6.55
Yaumati	dep.	6.57		9.32	10.42	12.09	1.28	2.30	—	5.02	6.55
Shatin	dep.	7.09		9.46	10.58	12.23	1.40	2.43	—	5.14	6.47
Taipo	dep.	7.22		10.00	11.09	12.35	1.55	2.55	—	5.27	7.03
Taipo Market	dep.	7.26		10.07	11.13	12.38	1.57	2.59	—	5.31	7.04
Fanling	dep.	7.37		10.19	11.23	12.47	2.07	3.10	—	5.41	7.14
Sheungshui	dep.	7.41		10.23	11.27	12.50	2.11	3.15	—	5.45	7.19
Sham Chun	arr.	7.46	8.50	10.28	11.32	12.55	2.16	3.20	3.40	5.50	7.24
	dep.	—	8.56	10.30	—	—	—	—	3.45	—	—
SHEKLUNG	arr.	—	10.35	1.03	—	—	—	—	5.28	—	—
	dep.	—	10.40	3.15	—	—	—	—	5.30	—	—
CANTON (Tai Sha Tau)	arr.	—	12.50	5.10	—	—	—	—	6.40	—	—

Wednesdays and Saturdays only, until Sept. 18th.

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fauling dep.	8.50	12.00	2.20	6.00	Shataukok dep.	7.05	10.20	1.05	5.00
Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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PRESENTATION TO H.M.S. "COLOMBO."

BY THE CEYLON CHAMBER OF COMMERCE.

Some small recognition of what the mercantile community of Ceylon owe to the British Navy for the wonderful security enjoyed during the great world struggle now happily ended was made on May 1st at Colombo when the Ceylon Chamber of Commerce, through their Chairman, Mr. B. W. Leefe, made a presentation of Mess Plate for the ship *Colombo*, which is due in Hongkong with the flotilla of gunboats early next month. The gifts included a silver shield upon which is inscribed the log of the ship; a large silver epergne for the Officers' Mess; a combined silver cigar and cigarettes box, and a silver challenge cup for competition among members of the lower deck. The proceedings commenced with a speech by Mr. Leefe, the Chairman of the Chamber of Commerce, who paid a very high tribute to the British Navy and in conclusion handed over to the commander of the ship the gifts. Capt. Withers replied briefly, thanking the donors, after which the visitors were entertained to tea and other refreshments. They were afterwards shown round the ship, the officers, warrant officers and the men being most assiduous in their attentions to one and all.

THE PRESENTATION.

Mr. Leefe in making the presentation, said:—It was natural that H.M.S. *Colombo*, the ship that bears the name of our port, should be the ship that we would choose to be the recipient of this attention, while it is, of course, impossible for a comparatively small body of men such as we are to offer any tangible token to the British Navy as a whole, yet it is our desire through the *Colombo* to include the whole British Navy in the spirit and intention which has brought us together here this afternoon. (Hear, hear.) Well, gentlemen of the Chamber, I suppose that anything that I shall say on your behalf this afternoon you will expect that my theme will be that of the merits of the British Navy. On the other hand, I must not forget that Capt. Withers and all his officers and men belong to the so-called Silent Service—(hear, hear)—and I must not forget that all naval men are men of a shy and retiring disposition (laughter)—until it comes to anything like a shindy. So I must try to steer the safest course as I go between these two obligations and so if you, Capt. Withers, and you officers and men, find it a little difficult to listen to a few words of praise in on behalf of the British Navy, I would ask you to try as it were to take a detached point of view and bear with me for a while. We are, this afternoon, thinking of all your thousands and thousands of comrades scattered all over the world, North, South, East, West, in the units that go to make up our great fleets and I would ask you kindly to bear with me for their sakes. Well, in considering the British Navy, one's thoughts naturally run on to the Great British Empire, that Empire of which we are so naturally proud, whether we are only the common or ordinary land lubbers like the Ceylon Chamber of Commerce—(laughter)—or whether we are seamen. I think, perhaps, at the back of our minds the reason of our pride in our Empire is not due so much to its great size, but to the fact or to the knowledge of many inarticulate millions that we know find peace and security and the possibility of happiness within its folds. I think, perhaps, it is good on an occasion such as this that we should remind ourselves for the moment what is the rock, what is the foundation on which that Empire is built, that foundation which has enabled us to stand four square to the batterings of centuries and to emerge stronger and firmer than ever. Surely that foundation is just the British Navy. (Cheers.) It is H.M.S. *Colombo* and her thousands of sister ships scattered all over the world that are year by year quietly, unobstrusively and effectively and without fuss and without show bearing on their shoulders the whole of that great superstructure which the world knows to-day as the British Empire. (Cheers.) We have not forgotten and I hope we never may forget that in those dark, historic days of August, 1914, there was nothing that stood between our scattered Empire and the advancing hosts of Germany except that little silver streak of water that surrounds the British Isles; which was then, is now and I hope ever shall be, locked, barred and secured by our fleets. (Cheers.) In those dark days I have referred to the ordinary man in the street tried, appeared quiet and calm and with the Army, as modern armies go, try and see what the future could be through those clouds, for himself and for his country. There was just one silver lining that enabled him to get through those days. That was the British Navy. He knew that whatever the future had in store for him there was one prop that he could absolutely count upon and that was our fleet. (Cheers.) And you all know better than I could tell you that pride and that confidence has been more than justified. That pride and confidence in our fleets is an heirloom that has been handed down to us for many generations. It is well at times to take out our heirlooms to look at them, examine them, feel them as it were to brush away the cobwebs. With this in view I just want to emphasize that that pride and that confidence in our Navy was not due altogether to the great ship or the mighty guns that go to make up the units of our fleets but also largely to that wonderful spirit which the war has shown over the whole world to exist in the human element in our Navy. (Cheers.) It is that spirit and discipline, efficiency, self-sacrifice and endurance which has run like a golden thread through the history of our Navy from the days of the Spanish Armada down to our own times. It is that spirit that enabled our fleets for those four long weary years in the dark, cold, grey, tempestuous seas that surround our isles to maintain unrelaxed that wonderful blockade, that bull-dog grip. We know now through the best testimony we can think of, from the lips of our enemies, how much that blockade did in bringing us at length the victory that at last was ours. (Hear, hear). So we know we can count to-day with absolute certainty on the same spirit which has existed for the last four hundred years from the days of Drake, Raleigh, Grenville, Nelson, Hawkins, Collingwood and the heroes of old who, during the centuries past, have helped to build up in its infancy the greater Navy of to-day. In 1914, there were two great outstanding features for the whole world to see, just like two mountains confronting each other on the landscape. One of these was the great mighty German Army and the other our Navy. And now one of these has been swept away like a mirage in the desert and the other, thank God, stands firmer, stronger, mightier and more respected than ever. (Cheers.) Human nature being what it is, it is so easy to take things for granted and it is so easy to forget. There is no truer proverb one can think of than "that eaten bread is soon forgotten." It is well that we should ceaselessly ponder over the wonderful phenomenon of the disappearance of the great and mighty German Empire and also their Navy which, in the later months of the war, began to melt away beneath the sun's spring time. It seems to teach us that, after all efficiency, and I suppose none of us would deny the wonderful efficiency of the great forces that we had to contend against that efficiency coupled with evil must in the end go down before efficiency coupled with the cause of righteousness. We may all take to heart this fact in all walks of life. Well, I must not forget after all naval men are men of deeds not words and I am not going to be any longer. So in conclusion, Capt. Withers, I would only say on behalf of the Ceylon Chamber of Commerce, in making the presentation, that we feel that in accepting these gifts from us to-day it is you and your men who are conferring a favour. It is our great pleasure to make this presentation and we hope that in the years to come when the good ship *Colombo* ploughs her way on her lawful occasions through the seas of the whole world for it is the seas from the Orkneys to New Zealand from the Falklands to Labrador that form the work-ground of our fleets—we hope that these gifts will form a pleasant and abiding link between the *Colombo* and this island city in the tropical seas, between your officers and men and ourselves, a body of business men who are trying in a small way to show you that we are proud of you, your officers and men, your ship and the great Navy of which you are a unit. We wish you all that one body of men could wish another, and finally this is no platitude—whenever H.M.S. *Colombo* drops anchor at this port you can, with confidence, rely upon the more than friendly feelings of all the business community. I ask you to accept these things from us who offer the gifts with our more than sincere esteem and our lasting and unalterable regard. (Lour cheers.)

CAPTAIN WITHERS' REPLY.

Captain Withers replying said:—Mr. Chairman, ladies and gentlemen, first of all on behalf of my officers and the ship's company I wish to offer a very hearty welcome on board H.M.S. *Colombo*, a ship named after your great city. The Chairman has given you a very accurate description of myself already.—(Laughter and Cheers.) So you must not expect me to say much, otherwise I should be going against what he has described. The magnificent heir-looms you have given us will be very much valued. I must thank you more than heartily not only on behalf of my own ship's company but on behalf of one and all that come after us. Many, many officers and men will serve on H.M.S. *Colombo* and they will always value and appreciate the gift of the City of Colombo Chamber of Comerce. We are the first ship of the name; therefore we have not got any old records to look up to, but we hope that we will do good to the name, but I must say that I hope for the next few years that our log will not show an action. (Cheers.) Again on behalf of myself and my officers I thank you very much indeed. (Loud Applause.)

COMPANY REPORT.

PEAK TRAMWAYS CO., LTD.

The report of the directors of the Peak Tramways Co., Ltd., for the year ending April 30th, 1920, states:—

The net profit for the twelve months, after deducting Directors' fees and General Managers' remuneration, amounts to $31,580.23
To which h() to be added the balance brought forward from last account 3,814.20

Making available for, appropriation $35,400.43

The Directors recommend that a dividend at the rate of 8 per cent. per annum be paid to shareholders, absorbing $24,000; that $10,000 be transferred to reserve fund, and that the balance of $1,400.43 be carried to a new profit and loss account.

DIRECTORS.—Mr. C. S. Gubbay having resigned, Mr. A. S. Gubbay was invited to occupy the vacant seat on the Board. In accordance with Rule 73 of the Company's Articles of Association, Mr. J. Scott Harston, the Hon. Sir C. P. Chater, C.M.G., Mr. A. O. Lang, the Hon. Mr. John Johnstone, and Mr. A. S. Gubbay retire, but, being eligible, offer themselves for re-election.

COMPANY MEETING.

CANTON INSURANCE OFFICE, LTD.

The thirty-ninth ordinary meeting of the above Company was held yesterday in the Company's offices, the Hon. Mr. John Johnstone presiding. The others present were Sir Robert Ho Tung, Messrs. A. H. Compton, F. Maitland, G. W. Barton, and T. E. Pearce (directors), the Hon. Mr. Ho Fook, Messrs. H. R. B. Hancock, Ho Leung, Ho Kwong, Lo Cheung Shui, J. Arnold, D. V. Steavenson, A. Murdoch, Ho Shai Kit, Chui Sui Nam (shareholders) and F. C. Hall (Secretary).

The CHAIRMAN said:—Gentlemen,—The figures in the Accounts again show a very successful outcome of the year's working, the balance for 1918 being only $3,000 less than that for the previous year, which was the best in the history of Company, and this in spite of an increase in the rate of exchange, at which our sterling figures have been converted, of 1/6½. The premium income for the closed year of 1918 shows a decrease of $1,650,000 as compared with that for 1917, but this is offset by a reduction in losses amounting to $1,534,000. Turning to the year 1919 you will see that our premium income stands at a figure of approximately half that for the previous year. This heavy shrinkage was foretold in my speech at last year's meeting and is due to three causes—the higher rate of exchange at which our sterling figures have been converted, the reduction of rates for war risk to an almost nominal figure, and increased competition with the resulting cutting which must necessarily follow.

An analysis of the balance sheet will show that our assets, as expressed in sterling, represent a considerable increase over those for 1918, while in dollars, exchange has effected a reduction of over $1,100,000. No items call for any special mention on my part. The surplus to be dealt with is $1,476,175.88, out of which has been paid an interim dividend of $18 per share, leaving $1,296,175.88, and we now recommend the payment of a final dividend of $12, the addition of £54,687 10s. 0d. to sterling reserve fund, of $100,000 to reinsurance fund and the carrying of the balance of $851,816.91 to underwriting suspense account to close the year 1918. The balance of $1,815,763.52 at credit of 1919 account is well up to pre-war standard and fully allows of the payment of an interim dividend of $18 for that year.

Gentlemen, during the last two years the sum of over two million dollars has been put away to reserves one kind and another, and it may be [illegible] by some that a further increase in dividend should have been paid to shareholders this year. This question received the most careful consideration but particularly in view of the fact that the maintenance of the dividend is, to shareholders resident in Europe, a substantial sterling apreciation on that of a year ago it has been thought advisable to defer any such increase until the future of marine insurance is somewhat less obscure. In the meantime while our policy of establishing the reserves at a level that will make the position of the Company equal to any emergency and that all those interested in its continued prosperity cannot fail to endorse. [illegible] late no less than 40 British insurance companies and reinsurance companies have been established, and though many of these will doubtless be short-lived, the present competition which they engender is such as to cause anxiety to older underwriters. Rates once down are hard to raise and liberal terms once granted are difficult to withdraw. I say this, not in any spirit of pessimism, but in justification of the cautious policy which your general agents and consulting committee have thought it advisable to adopt in the best interests of the office.

Gentlemen, I cannot think of any other subject that calls for special mention, but I shall be pleased to answer to the best of my ability any question arising out of the accounts which shareholders may wish to put after the accounts themselves have been seconded.

I now propose the following resolution:

"That the report and accounts as presented, including the payment of a final dividend in respect of the year 1918 of $12 per share, and of an interim dividend in respect of the year 1919 of $18 per share; the addition of £54,687 10s. to sterling reserve fund; of $100,000 to reinsurance fund and of $851,816.91 to underwriting suspense account be adopted and passed."

Mr. H. R. B. HANCOCK said:—Mr. Chairman and gentlemen, I have much pleasure in seconding the adoption of the report and accounts, and in doing so would like to congratulate the general agents and the staff on the highly satisfactory results of the past year's working. The allocation to reserve will, I am sure, meet with the approval of all shareholders, and it is mainly on account of this wise policy of building up the Company's reserves that the "Canton" is in such a strong position to-day. It is more than ever necessary with the increasing competition ahead that a cautious policy should be maintained, and whilst, of course, we should have been pleased to see a further increase in the dividend, I feel sure we all agree that this is a matter we can safely leave to our general agents and consulting committee, under whose able guidance this Company has reached the position it now holds.

The motion was carried unanimously.

The Hon. Sir Paul Chater, Sir Robert Ho Tung, Messrs. G. W. Barton, A. H. Compton, C. S. Gubbay, F. Maitland and T. E. Pearce were re-elected members of the Consulting Committee, on the proposition of the Hon. Mr. Ho Fook, seconded by Mr. Steavenson.

Mr. H. Percy Smith and the Hon. Mr. A. R. Lowe were re-elected auditors, with a remuneration of $750 each, on the proposition of Mr. Lo Cheung Shui seconded by Mr. J. Arnold.

There being no further business, the meeting terminated.

NOTICES TO CONSIGNEES

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

S.S. "PORTHOS"

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 26th May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th May, or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas, on WEDNESDAY, the 26th May, at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, May 20th, 1920. [950

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO & SEATTLE.

THE Steamship

"WEST HIMROD"

having arrived from San Francisco via ports, on May 23rd, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of cargo per "WEST IVIS" from Seattle are hereby notified that their Cargo was transhipped at Yokohama to the "WEST HIMROD."

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 11 A.M. on May 31st, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after May 31st, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.

1st. Floor, Powell's Building,
12, Des Voeux Road, Central.
Hongkong, May 23rd, 1920. [963

NOTICE TO CONSIGNEES.

S.S. "WEST CADDOA" VOY. 2 OUT.

FROM SAN FRANCISCO, via HONOLULU, YOKOHAMA and KOBE.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns, West Point and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on May 26th at 10 A.M. and claims must be presented within [illegible] of the steamer's arrival here after which they cannot be recognized. No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 27th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
Agents.

Hongkong, May 20th, 1920. 949

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO and STRAITS.

THE Steamship

"CARMARTHENSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th May, 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on 29th May, 1920, at 10 A.M. Claims as to same must be presented within 30 days of the steamer's arrival here, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 22nd May, 1920. 1003

EMPIRE DAY CELEBRATION.

SPECIAL SERVICE FOR CHILDREN.

AT ST. JOHN'S CATHEDRAL.

Excepting two ships dressed in harbour there was no visible sign whatsoever on Monday of an observance of Empire Day.

Yesterday morning, however, a special service was held at St. John's Cathedral, at which a large number of children were present. Among others were H.E. the Governor and Lady Stubbs. Bishop Norris of North China conducted the service and was assisted by the Rev. V. H. Copley Moyle, Chaplain of the Cathedral, and the Rev. M. W. Shewell, C.F. Mr. Denman Fuller presided at the organ.

The Bishop delivered an address in very simple language to the children, taking as his text "The British Empire." His lordship said there were four questions to be answered about the British Empire. The first was, "Where is it?"; the second, "Why is it?"; the third, "What is it?"; and the fourth, "How is it?" To answer the first question they had only to take a map and look at the red on it splashed all over the world. Look where they would they would find splashes of red, and when they came right out to the East they would find it in Hongkong. So that when they asked the question "Where is it?" they would find the answer in red scattered almost everywhere throughout the world. A good many people had asked "Why is the British Empire?" Some people had asked it very crossly and very enviously. They wanted to know why Great Britain had seized all the best parts of the world, like the child that had got first to the cake and pulled out all the plums. These people answered the question "Why?" by saying that we were greedy and that having got first to the cake we had pulled out all the plums. There was a better answer than that. If they attempted to walk to the top of the Peak they would probably want to sit down, and they would find, as he had found, that every now and again there was a nice resting place with a seat ready prepared. Now which was prepared first, the resting place or the Peak? The top of the Peak existed first, and then we made the resting place, because we wanted to get to the top of the Peak. That was exactly what had happened to the British Empire. They had made resting places on the way because they needed them to get to the furthest resting places. Some people would ask why had they gone to the furthest resting places. He believed that the answer to that was because Great Britain was a couple of islands in the sea. God made the path and carried them all over the world and gave them the love of going to sea in ships. He believed that there they had the secret of the British Empire. They did not have to carve out a path for themselves. God made the path and they did not have to fight their way, but just had to make their ships and get aboard them, and God gave them the wind that carried them across the sea, here, there and everywhere. Therefore, when they again asked "Why?" he answered "God's Will!" That brought him straight to his third question, "What is the British Empire?"—because there were some things which were clearly not God's will, some things which they all know God must hate. Then what was the British Empire? It would be something that God did not hate because He planned it. British Empire meant Government, and if they carried the British Empire across the sea they must carry Government across the sea because men wanted Government. The Bishop emphasized that nations, like men, were much happier under discipline. The British Empire meant discipline. As a child, when he had had nothing to do, he was bored, but when he had completed some task he felt happier. When under discipline man enjoyed himself six times more than when not under discipline. That showed that all the children in the world wanted some discipline. He was speaking of the child nations of the world—the backward ones that had not grown up yet. The British might be said to have grown up. Sometimes he was not quite sure whether all the Irish had grown up yet, and whether the difficulties in Ireland were not due to the fact that there were still some children in Ireland, and that before they could be happy, they required more discipline, instead of being allowed to do what they liked. However, he was not speaking on that subject on this occasion. Some people remained children much longer than others. Some were in what was called their second childhood, and he sometime felt that the Chinese were in this stage, because they were grown up people long before we were, and had been left behind in the race when the Western nations took stock and ran faster; and now they had to learn to grow again. But of all the nations of the world we wanted discipline. The British Empire was really British discipline carried through the world, making for the world's happiness, and for the world's good, just as discipline made the happiness of the individual. We must never forget that Empire was for our happiness and our good, and not primarily for our profit. How were we going to bring the people of the Empire discipline for their happiness and their good? They could do that if they remembered one or two things, which must always be at the back of the minds of every member of the British Empire, boy or girl, man or woman, whether at Home or out here, in Hongkong, in Canada or Australia, or anywhere. If they had these one or two things always at the back of their minds they would know how the British Empire was going to be for the good and happiness of the world, and help the nations of the world to grow up to be good, happy, and contented grown-up people. He did not know that he would like to pick out and say this is one of those things and that was the other, but he thought they could guess themselves what those things were. What he was going to do was to suggest one or two things such as they had just had before in the Lesson. "Fear God and honour all men." That poor beggar was just as much a man as any other man. He was a beggar; he was very weak; he had next to no clothes on; he was, very likely, very ugly and very dirty, but at the bottom of all that he was a man and they must honour him as a man. They should not treat him as a piece of dirt and kick him out of the way. He did not mean give him a dollar. It might be very bad to give him even ten cents. He had travelled in some parts of China and was perfectly disgusted at the way the little children begged, or rather had been taught to beg for cash. It disgusted one, and made one positively angry, not with the children, but with the globe-trotter who threw money to the children to see them scramble for it. It was not necessary to give them money but to honour men as men. Love others and honour the King. They could hardly improve on that. He wished to tell them one of the things that made him as proud of being a member of the British Empire as anything else that had ever happened to him in his life. In Peking some 19 years ago, they wanted to do what some good Englishmen and many good Scotsmen wanted to do. They wanted to play golf and looked about for a course. It was not a very easy thing to find a golf course near Peking close outside the walls of the City. Some people looked around and found a place which would make a very pretty, though, perhaps, not a very good golf course. Upon enquiry they learned that the land belonged to an old Manchu prince, whom they approached for permission to play golf on his land. The answer the Prince gave made him proud of being a Britisher. The Prince said that the people living on the land all belonged to his own family. They were very poor and many of them were just peasants tending the land. He would not have those people badly treated, insulted or endangered by any foreigner who would treat them badly. They could have the golf course on one condition, namely, that the course should be open only to English, Scots, and Irish, because he was perfectly satisfied that they would not treat his people badly. That was the sort of reputation they had as members of the British Empire, and they ought to keep it wherever they went, whether in Hongkong or elsewhere. The British Empire went here and there and everywhere and it was very difficult to keep it going without mistakes. Sometimes they did make mistakes, but they ought to keep the light burning. It was very difficult to carry British discipline far and wide throughout the world without mistakes, and if they made mistakes they must begin again. They must carry the strings of love throughout the Empire. They must learn to love God, love their brothers, and honour the King.

AT THE ROMAN CATHOLIC CATHEDRAL.

In spite of the rainy weather, the Roman Cathedral Cathedral was nearly full yesterday morning. The bulk of those present were the pupils of the Catholic Schools in Hongkong, to whom Bishop Pozzoni preached the following helpful address.

He said:—My Dear Children,—In assembling to-day before the altar of God to give, as is meet and fitting, a religious significance to the civil festival of Empire Day, it will be well, on this the first occasion on which we meet together since the celebration of peace brought the great world war last year to a close, to recall some of the lessons which the great problems of the day bring to mind. It is also undeniable that the buoyant hope which sustained us in the dark days of the great struggle have not been, nor do they seem likely soon to be, fulfilled. It was confidently predicted that after this great war there would be no others, that the nations leagued together would see justice and fair play to all, and that the grand result of the mighty struggle would be the creation "of a new heaven and a new earth". Yet what do we see to-day? The League of Nations, it is true, has been called into existence, yet that which should be, and may yet be, the best augury of future peace and justice to mankind, seems to have been born in disappointment and dissolutionment. The Council of Versailles, instituted to produce what our holy Father, Pope Benedict, happily termed "a just and lasting peace," gave to the astonished eyes of the world a sorry display of passion and intrigue, and after a year of nominal peace we see nation warring against nation, peoples and empires intriguing against their neighbours, and perhaps most serious of all, class striving against class, rich against the poor, labour against capital. The convulsion caused by the war has left its traces over the whole world, and not in Europe only but elsewhere, even here in China, we are witnesses of the disturbance that has been caused and its sad results. Rise in prices, labour troubles and strikes are not confined to Europe but have their echoes here also, and it is in the vivid recollection of all how, only the other day, this peaceful and prosperous Colony was convulsed by a strike of unusual magnitude. On the mainland also there have been grave disturbances, and I would warn you, my children, of one in particular, namely, the strike among the school children in China. Let us pray and hope it will find no echo here, where it would indeed be senseless folly. For while the prosperity of a country or place is largely determined by the excellence or otherwise of its schools, here in Hongkong we are happy in possessing an educational system of great excellence and productive of the best results. You, dear children, are being educated by professional teachers, men and women, who have devoted their whole lives ungrudgingly to this noble task, to whom, therefore, you owe a deep debt of gratitude which you should show by unswerving loyalty and willing obedience.

The picture I have drawn you, dear children in Jesus Christ, is a dark one, but it has its lights as well as its shadows. If we are suffering from the aftermath of a great war, the outlook is not so gloomy as was that which faced the world at the close of the Napoleonic wars. Then, as now, there were labour troubles and social unrest, high prices and acute suffering, and much talk of revolution. Yet we know that after a time things settled down peaceably in the British Empire at least, and after a decade or two of disturbance and discontent a period of unexampled prosperity was ushered in. And is there any reason why it should be otherwise now? Is not the British Empire, under whose beneficent sway we are living, stronger to-day than ever before, and its rulers actuated no less now than in former days by those ideals of justice, liberty and fair play, which have made the Empire what it is? It is so; nevertheless there is one factor in the situation which must not be overlooked for it constitutes both the hope and the danger of the future.

The British nation is, it may be said without fear of contradiction, deeply susceptible to religious influences. It respects Christianity even where it does not practice it. It reverences holy objects and speaks with respect of God and His ministers. The rampant atheism of the Continent is alien to its spirit. Under the British flag the Catholic Church everywhere enjoys an unrivalled liberty of speech and action. But since the institution, in the middle of last century, of a godless system of education, the nation has grown up without any systematic knowledge of religion; with no grasp of the dogmatic truths of revelation. And as a result the present generation is left without the sure guidance and grasp of the first principles of truth and justice, which alone can enable it to solve the problems that face it, just at the moment when this guidance is most needed.

But we, dear children, have great cause to rejoice, that the light and guidance which the world needs so much has been given to us in the teaching of the Catholic Church. She alone, amid the warring factions of the world, speaks with no uncertain voice as "one having authority." She has a distinct and scientific system of dogmatic teaching, and her children are taught scientifically to know the truths they are expected to believe and practice. This was universally acknowledged by the chaplains of various denominations who had unrivalled opportunities of observation in the Allied armies. Consequently we are at no loss to state when we place our finger on the evils of the present day, where the true remedy lies. It is in the return of the nations to God. If the captains of labour and industry were to work on the lines laid down by the great Pope Leo XIII in his great encyclical on Labour and Capital, the labour troubles from which we suffer would be solved. Yet the last words of the great Pontiff were "We have heard a great deal of the rights of man; it is time we now heard something of the rights of God." The modern world has, so to speak, "ousted" God from its consideration; it takes no account of Him in its practice and dealings; its life, thought, and activities are in no way regulated by any consideration of the all important fact that we do in reality stand in a direct personal relation to God, to whom we shall have to render an account of all we do. The result is the bankruptcy of modern thought, the restlessness of modern life, and the general unsettlement of men's ideas. But let the nations return to God; give Him the first place in their view of life, and learn to see their neighbour in Him—and signs are not wanting, I think, that this will one day come to pass—and then indeed we may begin to see the inauguration of a new day of peace and happiness such as the world has not seen before.

CORRESPONDENCE.

BOOKS FOR LIGHTKEEPERS.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I shall be very grateful if, through the medium of your hospitable columns, you will allow me to thank those people who have so kindly sent me books, magazines, and papers for the use of the Lightkeepers of the Harbour Department, and to say how glad I shall be if these contributions may continue after my husband and I leave for home. More than ten years ago, a small circulating library was started for the use of these devoted men, whose work does so much to ensure the safety of the ships of this port. Isolated in groups of two or three Europeans with a staff of Chinese subordinates, these highly-trained Trinity House men would find their spare time dull and monotonous indeed without plenty to read. Before the war, several hundred volumes (including serious books as well as novels) had been collected at the Harbour Office, and a regular supply of periodicals and books was sent out on the fortnightly relief of the lighthouse. During the war these books were sent to Vladivostock and other places for the use of the fighting forces, and the periodicals went the same way—and quite properly too. The library has now, however, been modestly restarted, and Mr. McIver, of the Harbour Department, will be glad to receive any books or periodicals for this purpose at the Harbour Office. The Sailors' Home has also the use of this library. Any surplus, if such occurred, would be sent to any ship of the Mercantile Marine or of the Navy which needed reading matter.

I wish to thank, for many generous contributions in the past, the Hon. Mr. H. E. and Mrs. Pollock, Mr. and Mrs. Hartnell Beavis, Mr. and Mrs. Laurence Leefe, Mrs. George Hogg, Mr. and Mrs. John W. Taylor, Mr. and Mrs. Jan Elias, and many others, some of whom have now left the Colony. May I include in these thanks you, Sir, for giving publicity to this letter?—Yours, etc.,

HARRIET O. TAYLOUR.

No. 77, The Peak.
Hongkong, May 25th, 1920.

CIVIL SERVICE SALARIES.

IMPORTS AND EXPORTS DEPARTMENT.

The revised scheme of salaries for the Imports and Exports Department is as follows:—

Superintendent and Accountant—£400 to £500 by £10 annually. The previous rate was £360 to £450 by £30 once in three years.

Chief Preventive Officer—£400 to £500 by £25 annually. The previous rate was £300 to £360 by £20 once in two years.

Revenue Officers—First Class—£320 to £360 by £10 annually. The previous rate was £240 to £270 by £15 once in three years.

Revenue Officers—Second Class—£220 to £300 by £10 annually. This is a new Class. Previously, all revenue officers were in one grade.

WEDDING.

JAMESON—HINDMARSH.

The marriage took place at St. John's Cathedral yesterday afternoon of Mr. A. Barrett Jameson, M.Sc., M.B., Ch.B., son of Mr. and Mrs. Frank Jameson, of Pakuranga, Auckland, New Zealand, at present practising at Shameen, and Miss Olive Hindmarsh, daughter of the late Mr. T. A. Hindmarsh, of Gerringong, New South Wales, and Mrs. Hindmarsh, of Strathfield, Sydney, Australia.

The Rev. Mr. Copley Moyle officiated, and Mr. Denman Fuller was at the organ.

The bride was given away by her mother, and was attended by her sister, Miss Maude Hindmarsh, as bridesmaid. Mr. Shrubsole performed the duties of best man.

A reception was afterwards held at Repulse Bay Hotel.

PIRACY IN LOCAL WATERS.

WOMAN THROWN OVERBOARD.

POLICE ARREST ONE MAN.

Yaumati Bay was the scene of considerable excitement on Sunday night when alarm was raised that a number of pirates had attacked a junk and had thrown the mistress overboard. The Police promptly arrived on the scene and after scouring the bay managed to arrest one of the pirates who was hanging on to the ladder of a Chinese gunboat.

The facts of the piracy as reported to the Police by the woman were to the effect that at 10 p.m. while her boat was lying at Hunghom two men came up to her and engaged her boat, asking her to take them to a junk in Yaumati Bay. When the boat had proceeded some distance she asked the men to direct her to the junk and they replied that they did not know where it was anchored. They then set upon her, stole her ear-rings and threw her over-board. She raised an alarm and was rescued by another boat. On her boat was found a pair of shoes, a can and a dagger.

The arrested man was charged at the Magistracy yesterday with piracy. Inspector Gordon applied for a remand, which was granted, as he had hopes of effecting the arrest of the other man.

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A2118	CLAUDIA / CLOVER LAND	" XYLOPHONE SOLO	" "
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17

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BATHING SEASON

WE HAVE A LARGE ASSORTMENT OF GENTLEMEN'S BATHING COSTUMES IN ASSORTED FANCY MIXTURES, PLAIN AND BARRED EFFECTS.

Prices $2.50 to $12.50.

KNITTED WHITE WOOL SWEATERS ROLL OR POLO COLLAR AND OPEN NECK.

GENTLEMEN'S HIGH CLASS OUTFITTERS.

NEW ADVERTISEMENTS

TO LET.

UNFURNISHED or PARTLY FURNISHED, a Seven-Roomed House at the Peak.

Apply— Box No. 971, Care of "Daily Press" Office. 971

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE current in SHANGHAI up to and for the sum of $250,000 current in Shanghai will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11.30 A.M. on MAY 27th, 1920.

The amount accepted is to be placed by the tenderer to the credit of an account with the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, so as to be available on MAY 28th, 1920.

Persons tendering to state alternatively

(a) The amount of Hongkong currency payable in Hongkong on MAY 28th, 1920, required for each $1,000 Shanghai currency and/or

(b) The amount of Dollars current in Shanghai per £100 for Telegraphic Transfer on the Lords Commissioners of H.M. Treasury, London.

The tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III., Cap. 45 and 41, George, III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

Any further information can be obtained by personal application to the TREASURY CHEST OFFICER, A.P.D.

A. DELACOMBE, Lieut.-Col., Treasury Chest Officer, A.P.D.

His Majesty's Treasury Office, Hongkong, May 26th, 1920. [973

REPULSE BAY HOTEL.

WEDNESDAY, MAY 26TH.

TEA DANSANT FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SATURDAY, MAY 29TH.

TEA DANSANT FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, MAY 30TH.

ORCHESTRAL CONCERTS DURING TIFFIN AND AFTERNOON. 210

NOTICE TO CONSIGNEES.

S.S. "JACOB" VOY 1 HOME.

FROM CALCUTTA via RANGOON, PENANG and SINGAPORE.

THE above-mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on May 28th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., As Operators, U.S. Shipping Board. Hongkong, May 22nd, 1920. [974

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 30th May, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, May 26th, 1920. [975

NEW ADVERTISEMENTS

TENNIS TOURNAMENT

OPEN CHAMPIONSHIP SINGLES, CHALLENGE ROUND.

M. W. LO v. NG SZE KWONG

(Holder 1918 and 1919).

WEATHER permitting, this match will be played on FRIDAY, MAY 28TH, at 4.30 P.M.

The Prizes won during the Tournament will be presented after the match.

Booking at MOUTRIE & Co. 972

NOTICE.

APPLICATIONS are invited for the post of CHIEF INTERPRETER in the Supreme Court of Hongkong.

Candidates must be of European descent and must be thoroughly conversant with the Cantonese dialect while a knowledge of a second dialect of the Chinese language is desirable.

The Commencing salary is at the rate of $400 a month and an allowance in aid of rent is granted.

Applications should be made in writing to the Registrar, Supreme Court.

C. A. D. MELBOURNE, Registrar.

Hongkong, May 20th, 1920. 957

NOTICE.

APPLICATIONS are invited for the post of FIRST GRADE INTERPRETER in the Supreme Court of Hongkong.

Candidates must be thoroughly conversant with English and with the Cantonese dialect while a knowledge of a second dialect of the Chinese language is desirable.

The salary offered is $1,920 per annum rising by biennial increments of $120, to $2,400 per annum.

Applications should be made in writing to the Registrar, Supreme Court.

C. A. D. MELBOURNE, Registrar.

Hongkong, May 20th, 1920 958

G. R.

MOTOR CAR AND CYCLE NUMBER PLATES.

IT is notified for the information of the public that Motor Car embossed Number Plates nos. 301-500 and Motor Cycle Number Plates nos. 201-300, can be obtained on application at the Licensing Office, Central Police Station. The price is $1.00 per plate.

P. P. J. WODEHOUSE, Captain Superintendent of Police.

Hongkong, 20th May, 1920. [947

WANTED.

ONE CLERK well acquainted with banking business especially exchange book-keeping. Also one TYPIST speaking both French and English if possible. Chinese preferred

Apply to— BANQUE INDUSTRIELLE DE CHINE, Shameen (Canton), stating previous experience and salary required. 944

WANTED.

POSITION by an ENERGETIC MAN thoroughly experienced in every department of Banking Work, also knowledge of Book-keeping. Accurate Typist. Highest references.

Apply— Box 961, Care of "Daily Press" Office. 961

TO LET.

EDGEHILL, No. 10, PEAK, Furnished, to 10 months from June 1st.

Apply to— LINSTEAD & DAVIS, Alexandra Buildings. 962

TO LET.

ROOMS in Queen's Road Central, suitable for Offices.

Apply to— X.Y.Z., Care of "Daily Press" Office. 945

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. 65

TO LET FURNISHED.

"AVA HOUSE," May Road.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. 1888

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

INTIMATIONS

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Hongkong on SATURDAY, the 29th day of May, 1920, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1920.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 25th day of May, to MONDAY, the 31st day of May, 1920, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, May 19th, 1920 936

THE "STAR" FERRY COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, the 2ND JUNE, 1920, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1920.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 26th May, 1920, to WEDNESDAY, the 2nd June, 1920, both days inclusive.

By Order of the Board of Directors, W. S. BROWN, Secretary.

Hongkong, May 21st, 1920. [948

HONGKONG JOCKEY CLUB.

"LARSEN SUBSCRIPTION GRIFFINS FOR SEASON 1920/1921."

LISTS for intending Subscribers to the above are now posted at the Race-course, THE HONGKONG JOCKEY CLUB OFFICES and THE HONGKONG CLUB.

Should the number of Ponies Subscribed for reach a total of Thirty or more the stewards will adequately provide for the same in next year's Programme. It is proposed to arrange that the Ponies arrive in Hongkong during the month of October.

In order to make the Racing as open as possible no subscriber shall be permitted to take a financial interest in more than two of these Ponies the cost of which will probably not exceed $300 landed in Hongkong.

By Order, G. W. GEGG, Acting Clerk of the Course.

Hongkong, May 24th, 1920. 960

PALACE HOTEL, KOWLOON.

Corner of Haiphong & Hankow Roads.

TEL. P.B. TEL. Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.

Special Arrangement for Families on Application to—

77 J. H. OXBERRY, Proprietor

A. G. DA ROCHA.

IS THE AUCTIONEER

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

FAVOURED with instructions from The Concerned, will sell by Public Auction, on THURSDAY, May 27th, 1920, at 2.15 P.M., at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curios, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bed-steads, Clocks, Typewriters, Tablecloths, Hat-stands and a long line of Sundries.

TERMS:—Cash on Delivery

A. G. DA ROCHA,

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2332.

HAVING been Favoured with instruction, received from Messrs. FAIRALL & Co's No. 7 and 9, Pedder Street, will sell by Public Auction on SATURDAY, May 29th, 1920, at 10.30 A.M., on MONDAY, May 31st, 1920, at 2.30 P.M. on TUESDAY, June 1st, 1920, at 2.30 P.M., at their premises.

THE WHOLE STOCK IN TRADE, FURNITURES, FIXTURES AND SHOW CASES.

Comprising:—

Flannels, Woollen, Silk and Linen Stock, Alpacas, Silks, Straw and Felt Hats, Fancy Materials, an assortment of Blouses, Shoes, Corsets, Ribbons, Raincoats, Furs, Handkerchiefs, Belts, Trimmings, Fancy Works, Voiles, Laces, Day and Evening Dresses, Serge and Sundries,—Desks, Ceiling Fans, Counters, Beautiful Mirrors, Fine Show Cases, Chairs, etc. etc.

TERMS:—Cash on Delivery. 83

INTIMATION

BATHING CAPS.

A large and very fine assortment.

Many really pretty designs.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY.

11

BIRTH.

SORBY.—On May 25th, at No. 28, Peak, to Mr. and Mrs. V. SORBY, a son. [969

MARRIAGE.

ELTON—MCGLEW.—At Yokohama, on May 10th, ARTHUR BASIL ELTON, eldest son of the late Rev. and Mrs. Harry Elton, of Sandakan, Borneo, to MABEL VIRGINIA MCGLEW, only daughter of Mr. Alfred E. McGlew, of Yokohama.

ACKNOWLEDGMENT.

MRS. ROBERT A. DE CARVALHO, Mr. and Mrs. E. A. DE CARVALHO, and Dr. and Mrs. ARTHUR DE CARVALHO beg to tender their heartfelt thanks to those who so kindly sent wreaths and condolences in their recent and bereavement, also to those who attended the funeral. [970

HONGKONG OFFICE: 10A, DES VŒUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 26TH 1920.

WHO DISCOVERED AMERICA?

WHO was the first American? The question has intrigued historians ever since COLUMBUS crossed the Atlantic and "discovered" America. It comes up again now with peculiar interest. The Chinese *Chargé d'Affaires* in Mexico City, FONG TSIANG KUANG, found certain hieroglyphics sculptured on some of the huge pyramids which are near that place, and, much to his surprise and delight, he was able to read them. The signs were similar to symbols still used in the Chinese language, including those denoting "sun," "eye," and "city"—just what, in fact, the learned had expected, because Mexican tradition has always associated the pyramids with the worship of Nature and the sun-god TONATIUH. Now, what manner of men inscribed those symbols on the pyramids outside Mexico City? It seems indisputable that they were Chinese, and this is what FONG TSIANG KUANG proclaims as true and wonderful. In his support we have Dr. JOHN FRYER, of California University, strongly endorsing the claim, and stating that a thousand years before COLUMBUS was born, Buddhist missionaries from China visited America. Thus the professor reinforces the diplomat, and leader writers in the big dailies of two Continents were presented with an inspiring theme. The London *Daily Telegraph* in an editorial points out that "the physical likeness between the tribes of Tartary and the primitive American peoples has persuaded many anthropologists to postulate a common origin." The paper adds:—"It has commonly been held that the first men in America came into the continent in the remote period when it was joined by land to Asia, developing their own language and culture independently. There are features in the Mexican civilisation which suggest derivation from the Asia which we know. Now that the Chinese *Chargé d'Affaires* goes about reading Aztec writing, the theory of derivation receives unexpected support. Before the United States know where they are Dr. FRYER may be demonstrating that the first American was not GEORGE WASHINGTON, not even CHRISTOPHER COLUMBUS, but an industrious Chinaman on the Pacific slope!" The idea of a Chinese COLUMBUS is fascinating. Professor W. E. SOOTHILL, of Cambridge, well-known to many of our readers as late President of the Imperial University, Shansi, states that some ten years ago Dr. FRYER, who is mentioned above, told him while on a visit that he was then assured that the inscriptions on stone in Mexico were in Chinese, and he attributed them to Chinese Buddhists. Dr. FRYER, who is an Englishman, came to Hongkong more than fifty years ago as master in St. Paul's School. Later he was successively in the Tung Wen Kuan, a Government School in Peking, translator of Western literature to the Chinese Government, and the pioneer in the provision of scientific and educational literature for the Chinese. On leaving China, over twenty years ago, he went to California where he is now, despite his eighty years, Emeritus Professor in the University. The fine home for the blind at Shanghai was founded by him, and to this noble work his youngest son and daughter-in-law are devoting their lives, as, of course, many our readers are aware. Dr. FRYER is an authority on things Chinese whose opinions are entitled to respect. Perhaps some day the students of China's ancient history may discover a record of the first voyage or pilgrimage of Buddhist missionaries from China to America.

Empire Day was celebrated at Tientsin by a Ball given under the auspices of the Overseas Club.

Owing to the competition of Canton in fan-tan gambling, it is stated that the Macao houses have reduced their commission.

There will be a Musicale at the Helena May Institute on Thursday, 27th inst., at 5.15 p.m. open to members and their friends.

The rain forced a postponement of the championship tennis match fixed for yesterday. Weather permitting, it will be played on Friday.

Mr. Tang Shao-yi denies the report that he has sent a delegate to Peking to make peace overtures to President Hsu Shih-chang and Marshal Tuan Chi-jui.

One dollar was the compensation assessed by the Magistrate, yesterday, in an assault case, in which one man lost an eye as a result of another throwing a rivet at him.

Nine cases (two deaths) of plague, two cases (one death) of cerebro-spinal fever, and one case of enteric fever were reported in the Colony during the three days which ended on Monday.

An enterprising American, the *Shanghai Mercury* says, is constructing a large "candy" factory in Shanghai. The most modern machinery has been obtained, and its erection is now proceeding.

Mr. W. S. Taussig, of the General American Car Company, is in China to superintend the erection of 600 cars built by the General American Car Company for the Peking-Hankow and Peking-Suiyan Railway.

In the course of his speech in the House of Commons, on the presentation of the Budget, the Chancellor of the Exchequer acknowledged the special war contributions that had been made by Hongkong and the Straits Settlements towards the Imperial expenditure.

Mr. Miles M. Lampson, M.V.O., acting high commissioner for Great Britain in Siberia, and Mrs. Lampson and their children, left Kobe for Vancouver on the R.M.S. *Empress of Russia*. Mr. and Mrs. Lampson are bound for England by way of Canada.

The Shanghai Hotels, Ltd. are considering the acquisition of a site in Hankow, upon which to build a large modern hotel.

The Hon. Mr. Lau Chu-pak, Chow Tung-sang, former Chinese Minister to London, Ho Tai-sang, brother of Sir Robert Ho Tung, and Tang Yao-kuang, and their families were announced in a Shanghai paper of the 18th inst. to be leaving Shanghai on a visit to Peking.

At the fortnightly meeting of the Sanitary Board, held yesterday evening, Rural Inspector A. Floyd was authorised to enter premises and inspect and seize unwholesome food in accordance with Section 83 of the Public Health and Buildings Ordinance No. 1 of 1903.

Two tea-house waiters had a quarrel on Monday morning, resulting in blows being exchanged. One man pushed the other, who tripped over a table and fell down dead, the cause being rupture of the spleen. His assailant has been arrested by the Police on a charge of murder.

A Hankow paper gives a somewhat amusing report of a meeting held by the Chamber of Commerce at Shayang in order to discuss the matter of the issue of military notes. While the merchants were debating the pros and cons soldiery suddenly fell upon the meeting and kidnapped the chairman for whom they are now demanding $3,000 ransom.

The programme for the extra gymkhana to be held on June 12th has been issued, and is as follows:—Five furlongs race, Handicap, (non-winners). Five furlongs race, Class "A" Handicap, Distance Handicap, Ladies Nomination Victoria Cross Competition, Class "B" Handicap and One and a quarter mile race. The fourth gymkhana will take place in October.

The poultry dealers of Canton who have been on strike for many weeks against the imposition of new taxation have been granted, as a concession, the right to select the collector of the tax, provided that the guaranteed sum is collected during the year." Presumably it is recognised that tax collectors appointed by the Government collected more than the "guaranteed sum."

H.E. the Governor gave a dinner party at Government House on Friday. The guests present were:—Major and Mrs. Greenaway, Major and Mrs. O. Sanders, Mr. and Mrs. E. G. Jamieson, Mr. and Mrs. F. Maitland, Rev. H. Eppley Moyle, Major R. D. Young, Lieut.-Col. W. R. Richardson, R.N., Lieut.-Com. M. Coltart, R.N., Dr. and Mrs. H. H. Scott, Mr. and Mrs. H. G. Lowe, and Miss Sloan.

Mr. K. E. Greig, acting manager of Taikoo Dockyard, was presented on Monday by the members of the Institution of Engineers and Shipbuilders with a handsome silver cup, suitably inscribed, and a gold and jade bangle for Mrs. Greig as a marriage gift to mark their esteem. In making the presentation Mr. T. Neave, President of the Institute, spoke of Mr. Greig's active interest in the Institute extending over many years, as a former President and member of the Committee.

Colonel H. St. C. Smallwood, representative of the Handley Page Company in Peking, and formerly first Training Staff Officer of the Royal Flying Corps, now has about 15 Chinese pupils, who are being instructed, according to the British methods, in the theory of flight, engine-work, and ground training by him, and in actual flying in Avro machines by Capt. Mackenzie. The scheme for training Chinese pilots has been under discussion for the past nine months, and the Chinese Government has at last become convinced of the desirability of organizing a body of skilled pilots for the flying of its aircraft.

Among the passengers arriving in this Colony by the China Mail S.S. Co.'s s.s. *China* last week, was Mr. C. T. Surridge, who is joining the Hongkong office of the China Mail Steamship Co., Ltd., in the capacity of Chief Clerk. Mr. Surridge has had a unique experience in shipping circles, and for the past fourteen years has been stationed in Alaska as a representative of the American-Yukon Navigation Co., in which capacity he was also agent for the Alaska Steamship Co. Mr. Surridge was connected with Alaska shipping up to the time that he joined the service of the China Mail Steamship Co., Ltd.

The sum of $31,000 has been distributed by the Shanghai Race Club in charity and benevolence since January. Among Societies benefitting under the distribution have been the following:—British County Homestead Association for ex-Service men, Weihaiwei Famine Relief Fund, Officers' Association, Queen Mary's Army Auxiliary Corps (assistance and hostels for ex W.A.A.C.'s, London), United Services Association, St. Dunstan's Fund for Blind Soldiers and Sailors, British Women's War Memorial, Sailors' War Orphans' Fund, Shanghai Ladies' Benevolent Society, Portuguese Ladies' Benevolent Society, King's Daughters Society, Dr. Barnardo's Homes, the Punjab Imperial Relief Fund for Wounded Sikhs, Belgian War Orphans' Fund, St. Luke's Hospital, Societe de St. Vincent de Paul, Charity League, Home for Foreign Women, Institution for the Chinese Blind, Shanghai Refugee Fund, Cigarettes, etc., for Czech soldiers passing through Shanghai, Shanghai Society for the Prevention of Cruelty to Animals, Chinese Red Cross Society, Chinese Children's Refuge, Shantung Road Hospital, and the Union Jack Club.

ANGLO-JAPANESE ALLIANCE.

FACTS CALLING FOR AGREEMENT IN CHINA.

MR. J. O. P. BLAND'S VIEWS ON CONDITIONS OF RENEWAL.

FALL IN PRICES:

FEARS IN WALL STREET OF PANIC.

THE IRISH TANGLE:

GENERAL RAILWAY STRIKE THREATENED.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FALL IN PRICES.

NO INDICATION OF GENERAL SLUMP.

LONDON, May 24th.

Dealing with the possibility of a break in prices, the *Times* says that trade and official circles are of opinion that, while sensational slumps in the case of a few articles may occur, there are at present no signs of a steady and permanent, all-round fall in prices, especially in regard to food.

WALL STREET'S FEARS.

LONDON, May 24th.

Telegrams from New York say that Wall Street is beginning to fear that the fall of prices, although it is beneficial to the nation at present may be carried too far and precipitate semi-panic conditions which would be injurious to industry.

Giving evidence before the Legislative Committee, Mr. Davison, President of the American Red Cross, emphasised that the prevalent unrest and dissatisfaction in the United States was largely due to the cost of living, the orgy of extravagance, and war profiteering. He urged the curtailment of production of non-essential goods.

BOLSHEVIK INVASION OF PERSIA.

PERSIAN MISSION TO GO TO MOSCOW.

LONDON, May 24th.

A Moscow wireless states that a Persian diplomatic mission will be sent to Moscow.

QUEEN ALEXANDRA.

IMPROVEMENT IN CONDITION.

LONDON, May 23rd.

Some light is thrown on the alarming reports regarding Queen Alexandra's health which were current last week. An authoritative statement says that Her Majesty is suffering from a severe bronchial attack which is now subsiding but in course of which a small blood vessel burst in one of her eyes, causing troublesome impairment of vision. The hope is expressed that the inconvenience will pass with care and rest.

In the meantime, Her Majesty's engagements are somewhat dependent upon her progress.

REHABILITATING HAWAIIANS.

LAND SET ASIDE IN ISLANDS.

WASHINGTON, May 24th.

The House of Representatives has passed a Bill setting aside 200,000 acres of land in the Hawaiian Islands for the homesteads of native Hawaiians only. It is expected this will considerably assist to rehabilitate the Hawaiian race which is said to be fast dying out.

GERMAN INDEMNITY.

M. MILLERAND CONFIRMS STATEMENT.

PARIS, May 23rd.

Addressing the Finance Sub-Commission in the Chamber of Deputies, M. Millerand confirmed the statement that the minimum German indemnity fixed was 120,000 million marks gold, with interest probably not under 5 per cent. *plus* 1 per cent. *on account of redemption.* This will not include the supply of coal, material or animals instead of those destroyed or stolen. France will receive 55, and Britain 25 per cent. of the indemnity, the remaining 20 per cent. being divided between Belgium, Serbia and Italy.

EX-GERMAN NEW GUINEA.

REPORT OF PACIFIC ISLANDS COMMISSION.

MELBOURNE, May 23rd.

The report of the Pacific Islands Commission, which studied the conditions of ex-German New Guinea at the end of last year recommends the liquidation of the German companies and the sale of plantations (the proceeds to be credited to the Allies' fund), the extension of the Commonwealth line of steamers to New Guinea and preferential tariff for Papua and mandated territories which should be administered as part of Papua.

MEXICAN REVOLUTION.

VILLA CAPTURES BRITISH SUBJECT.

WASHINGTON, May 22nd.

A message from Chihuahua says Villa holds a British subject, George Miller, Superintendent of the Alvarado Milling Company at Parral (or Hidalgo del Parral) on a 50,000 dollar ransom.

HOW CARRANZA DIED.

NEW YORK, May 22nd.

Carranza was assassinated by his own men, according to a telegram from Obregon received by the revolutionary agents here.

WAS CARRANZA ASSASSINATED?

EL PASO, May 23rd.

Carranza's followers, who were with him when he died, have sent a letter to General Gonzalez declaring that Carranza was assassinated after he was taken prisoner.

A message from Mexico City says that a Commission has been appointed to investigate the circumstances surrounding Carranza's death.

WILL UNITED STATES RECOGNISE HUERTA?

NEW YORK, May 23rd.

A message from Washington says Carranza's death will probably have an important bearing on the action of the United States when the time comes to consider the recognition of the Government which will succeed him. It is recalled that President Wilson refused to recognise Huerta after the death of Madero and declared that no Government could be recognised which did not rest on a constitutional election.

AERONAUTICAL CONGRESS.

ADVICE TO FEDERAL STATE GOVERNMENT.

ATLANTIC CITY, May 22nd.

The Aeronautical Congress has passed a resolution urging the Federal State to aid aviation.

POSTMASTER-GENERAL'S TESTIMONY.

ATLANTIC CITY, May 21st.

At the opening of the Pan-American Aeronautical Congress a letter from Mr. Burleson, the Postmaster-General, was read declaring that the aerial mail service was an undoubted success economically, proving the entire practicability of commercial air transport. Over half a million pounds of letters were carried during the past year.

AMERICAN NAVAL WAR PLAN.

OFFER OF SECRETARY OF NAVY.

WASHINGTON, May 22nd.

Mr. Daniels has informed the Senate Naval Investigating Committee that after conference with Admiral Badger, head of the Navy General Board it has been decided to exhibit in the Senate next week in executive session the full plan of campaign against Germany in the Atlantic which was prepared before the entry of the United States into the war by the State Department.

BERGDOLL ESCAPES.

FROM HIS MOTHER'S HOUSE.

PHILADELPHIA, May 23rd.

The millionaire, Bergdoll, who was sentenced to five years' hard labour for desertion and failure to report for military service in 1918, has escaped from his mother's house whither he was accompanied by guards in order to enable him to transact business.

AMERICA CUP.

TRIAL FOR SELECTION OF DEFENDER PROVES FIASCO.

NEW YORK, May 23rd.

At Newhaven, Connecticut, the first trials of the yachts, *Vanitie* and *Resolute*, in the selection for the America Cup defender, proved a fiasco, the *Resolute's* mast snapping in the middle.

AMERICAN INVASION.

TOURISTS BOUND FOR EUROPE.

NEW YORK, May 23rd.

Ten thousand tourists left to-day for Europe on eight liners.

AMERICAN MINERS.

PRESIDENT WILSON'S WARNING.

WASHINGTON, May 23rd.

President Wilson has warned the anthracite mine-owners that miners must not strike at present if wage negotiations fail, as he will appoint a commission to settle the dispute.

UNREST IN IRELAND.

RAILWAYMEN THREATEN TO STRIKE.

LONDON, May 24th.

The Irish Railwaymen's Union has followed the dockers in refusing to handle military stores. A general strike of the railwaymen in Ireland is threatened in the event of the punishment of the two engine-drivers who refused to drive the train loaded with munitions by the military at Kingston.

MILITARY OCCUPY BALLINAMORE.

The engine-drivers at Ballinamore refused to drive a train conveying to prison three men charged with raiding for arms. An army motor-lorry arrived for the prisoners but was unable to enter the town for some time, owing to the roads for miles around being blocked by felled trees, blown up bridges and stone barricades. The military occupied Ballinamore.

MR. ASQUITH'S REMEDY.

LONDON, May 22nd.

Mr. Asquith, speaking at Paisley, strongly urged that Ireland be placed on a similar footing to the great Dominions, instead of the paltering compromise offered in the Home Rule Bill.

THOUSAND SINN FEINERS RAID A TOWN.

LONDON, May 23rd.

One thousand armed Sinn Feiners raided Glin, County Limerick, at night, and ordered the inhabitants to quit. They burned the court-house and numerous houses.

The *Sunday Times'* Dublin correspondent says persons in touch with the Government are sounding Sinn Fein leaders as to the minimum concession acceptable in the settlement. It is believed that it is suggested that the Dominion status with local autonomy in Ulster and free trade with Britain will be the subject of an Irish plebiscite.

AMERICAN SECRETARY OF STATE'S OPINION.

NEW YORK, May 23rd.

Mr. Colby has sent a letter to Mr. Porter, Chairman of the House Foreign Committee, saying that nothing connected with the foreign relations of the United States should deter the committee from any action which it felt impelled to take regarding American recognition of the Irish Republic.

EARLIER CABLES.

CHANGES IN PERSONNEL AT DUBLIN CASTLE.

LONDON, May 23rd.

The reconstitution of the personnel at Dublin Castle is indicated in the official announcement that Sir John Anderson, of the Board of Inland Revenue, has been appointed Under-Secretary to the Lord-Lieutenant, jointly with Mr. James Macmahon, while Mr. Cope, of the Ministry of Pensions, succeeds Sir John James Taylor, who was recently criticized in the Press, as Assistant Under-Secretary.

Both appointments are temporary. Sir John James Taylor retires on the completion of a length service and has been appointed an Irish Privy Councillor.

LABOUR PARTY.

LORD HALDANE'S EULOGY.

LONDON, May 22nd.

Lord Haldane, addressing a Labour meeting at Stepney, said that the Labour Party was splendidly enthusiastic but it was still too young to have full consciousness of the enormous problems of carrying on government, particularly foreign policy. Labour and Liberalism were not likely to make comfortable bed-fellows for a long time to come.

CO-OPERATIVE CONGRESS DISCUSSION.

LONDON, May 23rd.

The Co-operative Congress has been opened at Bristol to discuss political fusion with the Labourites.

MISS SYLVIA PANKHURST.

OFFICES RAIDED IN EAST END.

LONDON, May 22nd.

The police raided the offices of Miss Sylvia Pankhurst in the East End, also the residence of Mr. Burgess, Manager of the publications and the works of the *Dreadnought*, and seized a number of pamphlets.

Mr. Burgess was recently arrested on a charge of inciting disaffection among the Irish Guards.

MANAGER IN TROUBLE.

LONDON, May 23rd.

Burgess, a New Zealand ex-soldier, has been sentenced to six months at Bow Street for inciting disaffection among the Irish Guards.

SPA CONFERENCE.

ALLIES SUGGEST POSTPONEMENT.

BERLIN, May 23rd.

The Allies have requested the postponement of the Spa Conference till June 21st.

VIENNA'S STARVING CHILDREN.

TWO HUNDRED GO TO KENT.

VIENNA, May 23rd.

Two hundred destitute children have left for England to recuperate in Kent.

EGYPTIAN CABINET.

NEW PRIME MINISTER.

CAIRO, May 23rd.

Tewfik Nessim Pasha has formed a new Cabinet.

LATEST CABLES.

THE PRINCE OF WALES.

LEAVES FOR AUSTRALIA.

LYTTELTON, May 21st.

The Prince of Wales has concluded his tour of New Zealand and sails for Melbourne on H.M.S. *Renown* on May 22nd.

PRINCE'S PRAISE FOR NEW ZEALAND.

LATER.

The Prince of Wales, in a farewell message to New Zealand, says that he was particularly impressed by the fact that New Zealand does not merely afford an opportunity for some but for all. He had never seen such well-being and happiness more uniformly evident throughout a population. New Zealand is also a living example of the fact that the European race can take over a new country without injustice to the original inhabitants; both may advance in mutual confidence and understanding along a common path. New Zealand is one of the greatest monuments of British civilisation in the world. He felt that from end to end of the Dominion there was no place where British people were more set in British tradition or truer to British form. The Prince of Wales concluded with references to the strong feeling of loyalty existing towards the Empire and the Sovereign.

His Royal Highness conferred decorations on the heads of the Government departments and others connected with the New Zealand tour.

OBITUARY.

CAMBRIDGE (MASSACHUSETTS), May 22nd.

The death is announced of the well-known authoress, Mrs. Eleanor Hodgman Porter.

REPARATIONS COMMISSION.

DESTROYED GERMAN MATERIAL.

PARIS, May 22nd.

The Council of Ambassadors has decided that the destroyed German material is the property of the Reparations Commission.

EARLIER CABLES.

M. POINCARE'S SUCCESSOR.

PARIS, May 22nd.

M. Dubois has been elected President of the Reparations Commission in succession to M. Poincare, who has resigned.

POLAND'S WAR.

BOLSHEVIKS ATTACKING IN DIVISIONS.

LONDON, May 22nd.

A Warsaw *communique*, dated May 23rd, states that the Poles are advancing in Ukraine. The Bolshevists continue to attack in great force in Bergsina. In the Dvina sector, ten divisions are attacking in a single sector. Hitherto all attacks have been repelled.

PRESIDENT OF FRENCH REPUBLIC.

NARROW ESCAPE FROM DEATH.

PARIS, May 24th.

President Deschanel had a narrow escape from death. In trying to open a window on his train, he fell on to the line near Montargis. The incident was not observed. He did not lose consciousness, and walked two kilometres, when he met a railway worker who assisted him to a signal cabin, from where a motor-car was summoned and he was conveyed to Montargis. He was very badly bruised and scratched. Anti-tetanus serum has been injected as a precautionary measure. No anxiety is felt.

M. Deschanel's train was travelling 23 miles an hour. At the time of the accident, M. Deschanel was in pyjamas.

THE LATE SIR STARR JAMESON.

GENERAL SMUTS' TRIBUTE.

LONDON, May 24th.

The body of Sir Starr Jameson was brought from England and buried by the side of Cecil Rhodes at Matopos on May 22nd. The Duke of Abercorn, Sir Otto Beit, the Resident Commissioner and Directors of the Chartered Company were among those present.

General Smuts, telegraphing his regret at his inability to be present, owing to Parliamentary duties, referred to Sir Starr Jameson as a great South African whose human qualities endeared him to all who knew him, and next to Rhodes he was the founder of Rhodesia and one of the makers of the new South Africa. South Africans of every race and speech united in remembering his great services and honouring his memory.

GREAT COAL COMBINE.

WITH 7,000,000 TONS OUTPUT.

LONDON, May 22nd.

The Ebbw Vale Coal Company has secured control of the Lancaster Steam Collieries in Monmouthshire, the output of which is 1,500,000 tons, making the combined output 7,000,000 tons.

Another combine has secured the control of 80 per cent. of the briquette output of the country.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

JAPAN'S ACTIONS IN CHINA.

LONDON, May 24th.

In the first of the series of articles in the *Times* on Far Eastern problems, Mr. J. O. P. Bland, dealing with China, emphasises the importance of China as the greatest potential market of the world. In regard to the question of the renewal of the Anglo-Japanese Alliance he says that while Great Britain and Japan have evidently much to gain in the maintenance of the Alliance, no good purpose will be served by shutting our eyes to the fact that a good many things have been done in China by the Japanese Government or its agents during the past seven years which can in no way be reconciled with the spirit or the letter of the Alliance.

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No such remedial measures are practicable unless and until the Powers concerned, especially Japan, come to a definite understanding and agree to pursue a common policy of readjustment and reconstruction, based upon a sincere desire to re-establish economic stability and political independence of China. Negotiations for the renewal of the Anglo-Japanese Alliance should provide a good opportunity of coming to such an agreement. No satisfactory reconstruction of China is attainable by means of an international financial consortium, unless the latter's organisation and methods of procedure are clearly prescribed and supervised under a comprehensive agreement between the Powers concerned. Unless its duties and responsibilities are definitely laid down, the financial consortium would follow the line of least resistance as in the past to the ultimate detriment of China.

[This message is incomplete, being only the beginning and end of the summary of the article in the *Times*. The missing parts were not received in Hongkong till 1 a.m. this morning.—ED.]

CROWN PRINCE OF RUMANIA.

CALCUTTA, May 22nd.

The Crown Prince of Rumania has sailed for Japan.

CARPENTIER'S NEXT FIGHT.

BATTLING LEVINSKY TAKES UP CHALLENGE.

NEW YORK, May 24th.

Carpentier and Battling Levinsky have agree to meet in a twelve or fifteen-round bout on July 26th.

The place of meeting has not yet been decided.

COUNTY CRICKET.

SOMERSET BEAT SURREY.

LONDON, May 22nd.

Somerset beat Surrey by 32 runs.

OUTLOOK IN GERMANY.

THE WORST IS NOT YET OVER.

BERLIN, May 22nd.

Speaking in the National Assembly, the Minister of the Interior declared that the Government had received information pointing to revolutionary agitation directed by the Right and Left Radicals. The danger still existed in the Ruhr area. A message from Ebert was read admitting that the result of the Revolution was by no means yet complete and warning against any but constitutional means for attaining political aims.

The Chancellor, Herr Mueller, declared that better days for humanity were impossible until European statesmen realised that it was impossible to exist without Germany.

WAITING FOR A SIGNAL.

BERLIN, May 22nd.

The publicist, Herr Maximilian Harden, writing in the *Zukunft*, predicts the imminence of another reactionary revolt. The danger centres are the south and north-east of Germany. The Kappites have been encouraged by the Government's leniency, and thousands of ex-officers are awaiting the signal. Workers are not likely again to save the Government. Bavaria is a favourable ground for reaction and is unwilling to remain within an empire in which it has little freedom.

SULTAN'S CAMPAIGN.

AGAINST NATIONALISTS IN ASIA MINOR.

CONSTANTINOPLE, May 22nd.

The Government is actively pursuing a campaign of repression against Nationalist forces in Asia Minor. Sanguinary battles took place at Sapandjabolou, on the river Sakaria, between the Government and the rebel armies. The latter suffered seriously. The Government offensive against Kastamuni continues vigorously.

WOOLLEN MANUFACTURERS' PROFITS.

COMMITTEE OF INVESTIGATION IN BRADFORD.

LONDON, May 22nd.

A Committee has been appointed in Bradford, under the Profiteering Act, to investigate the cost and profit of Yorkshire woollen manufacturers.

WOMEN IN HONGKONG.

May 25th.

When this morning dawned to the accompaniment of thunder and rain, I could not help thinking that it was a pity to have postponed the Empire Day Children's Service, for many small children were prevented from attending the services, which are destined to develop their patriotism and their sense of Empire. To begin with, apart altogether from the chances of wind and weather, if Empire Day was worthy of a religious ceremony, surely it was worthy of the sacrifice of an hour's pleasure; and one must feel that it was a bad principle to let the children think that the ceremony was of secondary importance to their picnics and pleasure-making. It is the same old cry: "Pleasure as usual, prayer on a day that does not matter." The whole thing is in keeping with Hongkong's attitude towards the war. In those days we said, "Send the men who can be spared without detriment to the commerce of the Empire," and forgot that if the Empire had fallen there would not have been any British commerce to look after. The Cathedral service was poorly attended, the congregation consisting chiefly of Chinese girls and boys, and Eurasion school children. The sprinkling of English children only accentuated the absence of the majority, and one felt that the whole thing was a farce and a disappointment to the clergy who had done their best to arrange a simple and impressive sermon, nd had provided accommodation for 800 children. His Excellency the Governor and Lady Stubbs were present and the service lasted only one short hour.

* * *

There has been a considerable amount of discussion and criticism about the reorganization of the Ministering Children's League under the auspices of a new Society, "The Ladies' League." There can be very little doubt that a number of old members and associates are feeling resentful and sore at the suggested alteration, and that the present intention of many is to withhold their support, when the proposed fête comes off. I have been at great pains to get into touch with those people who can give me accurate information as to the plans and ideas underlying the scheme, and also to find out whether the feeling of resentment is as wide-spread as reported. The great difficulty in any scheme of reorganization is in the lack of business-like records or official data on which new officers can set to work. The absence of such documents as signed minute books, lists of members, and correspondence files is responsible for a great deal of misunderstanding and creates an entirely unfair impression of inefficiency and need for reform, right through the society, whereas it is possible that only the administration and not the general work was at fault. In fact if one may judge by report the old administration, though unbusinesslike, appears to have been fairly effective in achieving notable financial success.

* * *

The mere fact that reorganization is contemplated shows, however, that the records could in no way have been worthy of the work and the long-established and good reputation of the society. The old members feel that one of their most popular and well-established societies is being tampered with, changed in character and taken from the old control. What they fail to realize is that nearly all the old leaders or executive members have left the Colony, and that the new administration has to be carried on mostly by guess-work.

The obvious course would have been to hold a general meeting of all members and associates after the departure of Lady May for the purpose of instructing and informing the acting president and assuring her of the support and sympathy of the general workers.

* * *

It is, I believe, now contemplated to hold such a meeting, and members who wish to hear the new scheme, or who wish to have the old order of things restored, would be well-advised to make a point of being present and of speaking up when they get the opportunity. It is not fair to withhold comment and criticism, when comment is invited, unless one is content to abide by the decision of those who are strong enough to stand up for what they consider right and proper. It will be a difficult matter in the event of a general meeting taking place to communicate with all the members, for no complete list appears to exist, and any one who is a past or present member would do well to send in her name to the Branch Secretary. It has been a great matter of surprise to me that the general members have not already taken action and called a meeting among themselves to prepare a report of their past activities and to lay before their new President, Lady Stubbs, such grievances as they think they are suffering under, instead of acting in a perfectly futile and childish manner by cutting themselves adrift from their old interests, without making an attempt to be heard and considered.

* * *

I hear that an Anti-card Shooting Brigade is on the tapis. News comes in a truly amusing manner. A leader of the movement, a Peak dweller, phoned to a certain lady on the lower level and invited her co-operation. A friendly and cheery conversation upon the subject ensued, and the lady on the lower level was enrolled in the Brigade. It was only when relating the conversation to a gathering at a luncheon party that a few of those present realized that the two women had been the victims of the limitations of the telephone system which enables us to hear but not to see. The lady who so eagerly supported the scheme and who was enrolled, was not the person designed to be one of the leaders of the movement. In fact rumour relates that she is a woman of quiet and retiring habits, who does not frequent Peak Society or, for the matter of that, desire to do so. Her ready acquiescence was given, because she was utterly in sympathy with the idea that condemns the silly fashion of spending golden hours shooting pasteboards upon people who mean nothing to one; and her chief feeling when answering the voice at the other side of the wire was one of intense and rather gratified surprise that so sensible a suggestion should emanate from the fashionable, if somewhat frivolous, heights of the Peak.

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THE SLAVERY QUESTION IN HONGKONG.

DISCUSSED IN PARLIAMENT.

The full report is now to hand of the little discussion on this subject which took place in the House of Commons on April 28th between Lieut.-Colonel John Ward and Lieut.-Colonel Amery, Under Secretary of State for the Colonies.

Colonel JOHN WARD said:—Just for a moment I will describe my own experience. When I was in Hongkong, in 1917, my attention was called to this question, and I wrote letters to the Secretary of the General Federation of Trades Unions, and I gave report of a case which was tried in the High Court of Hongkong, where for some reason or other the *ipse dixit* of the Judge was to the effect that as the buying and selling of human beings was a Chinese custom, and that when taking possession of the colonies we had agreed to observe the Chinese customs, and buying and selling of human beings, if included in that custom, could not be interferred with by us. I called the attention of the Federation of Trades Unions to this matter in the latter part of 1917, I asked them to keep it quiet, and I said that while we are fighting and battling with all the forces of our Empire I did not wish it to be known that we were tolerating the buying and selling of people in one of our own colonies. I asked them to go quietly to the Colonial Office and lay this very case before the Secretary of State for the Colonies and see if the matter could be quietly altered. It strikes me that you cannot get anything quietly altered in this country and you have to make a noise before you can get anything done. I am informed by the Federation of Trade Unions that the Colonial Office definitely promised to attend to the matter if the Federation would not make it public property. They promised to see that this practice was curtailed and as far as possible abolished. Now we are having letters from Hongkong, which are about to be published in a paper circulating in London, showing that this buying and selling of human beings takes place quite publicly. Anyone can go and see it done, and can offer so many dollars for one of these girls or boys as the case may be, which to my mind is a most outrageous proceeding. On this question the documents must be at the Colonial Office, and my letters must be there. A copy of the report of the trial to which I have referred at Hongkong must be in the pigeon-holes of the Colonial Office, and yet not a stroke appears to have been done to deal with the matter. This seems to me to be so unusual and opposed to our character as a nation that I wonder how the thing has lived as long as it has done. I thought it was only necessary to draw the attention of the Colonial Office to it in order that it should disappear. Three years have gone by, and, according to an advance copy of a newspaper sent to me, the thing is still flourishing and would continue to flourish if I had not been allowed use of these few minutes, which I hope will be sufficient to put this inhuman practice down.

The UNDER-SECRETARY OF STATE FOR THE COLONIES (Lieut.-Colonel AMERY): I was not aware that my hon. and gallant friend was going to raise this matter or I would have taken an opportunity to refresh my mind on the subject. Not very long ago my attention was drawn to it, and I made inquiries, and there are inquiries on this subject on their way to Hongkong at this moment. Looking through the papers I came across this very material point. There is no form of slavery in force or recognised by law in Hongkong. There are no persons who have not perfect liberty over their own bodily self to do what they like, and they are not bound by any permanent contract as to service. What has caused confusion is that there are two Chinese customs. One is slavery which exists in China, and which in no shape or form is recognised in Hongkong. There is another practice, and I do not remember the Chinese term for it, which is the adoption of girls and youths for domestic service, in which case a lump sum is paid to the parent or guardian. As a matter of fact, the adoption does not carry with it any power of restraint over the person. If a Chinaman in Hongkong wishes to pay a sum to the parents of a particular girl to become an adopted inmate of his house that girl can walk out of his house at any time.

Lieut.-Colonel J. WARD: That may be so in theory, but it is not so in actual practice. They remain in servitude for the whole of their lives.

Lieut.-Colonel AMERY: That is exactly the sort of point on which I wish to get fuller information. I saw a letter from the Governor about the time my hon. and gallant friend refers to, drawing this very clear distinction between the two entirely different Chinese customs, and confirming my statement that there was nothing in the nature of slavery in Hongkong. If, as my hon. and gallant friend suggests, children are often not able to get away and are held in restraint, that is a matter I must inquire about. I do not think even in this country either adopted or other children can always get away as freely as they would like, and perhaps that is sometimes a good thing for them. It was suggested that attempts were made by procureurs and others to get these girls from their homes, and to that extent the courts would watch over the interests of those girls and young men. I am sure the hon. and gallant gentleman has done no harm in raising this question, and I am much obliged to him, but it is just one of those sort of things that we ought to have cleared up, and if anything wrong is going on, the sooner we put an end to it the better. We could not know what is going on in these matters unless some hon. members took up these questions and brought them to the notice of this House. I shall look into this matter again and see that our inquiries are accelerated.

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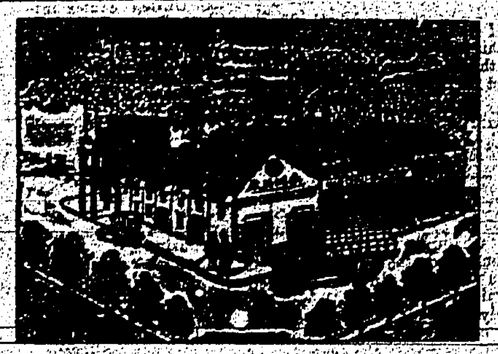
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TJILEBOET ...	MIIKE	30th May.	3rd June.	JAVA
TJIBODAS... ...	JAVA	8th June.	13th June.	SHANGHAI

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587

HOTELS IN JAPAN & MANCHURIA
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IN CHOSEN
Keijo (Seoul)—Chosen Hotel
Fusan—Fusan Station Hotel
Shingishu—Shingishu Station Hotel
IN MANCHURIA
Changchun — Hotel — Yamato Hotel
Dairen — Yamato Hotel
Heshigozaka — Yamato Hotel
Hotel (Mukden)
Kyoto (Port Arthur) — Yamato Hotel

RICE RATIONING AT SINGAPORE.

HOUSEHOLD COUPON SYSTEM SUSPENDED.

The following information was officially supplied to the Singapore Press:—

The Government has had under its close observation the system of rice-supply to Singapore, as initiated at the beginning of the year by the rice depots. This system has been of the utmost service to the island, and there is no doubt that its initiation saved a most serious situation which had arisen, through various causes, towards the end of 1910. In short, the system has solved the difficulties of honestly distributing rice, and it had already proved that, provided a normal annual rice supply was available, it was the system which should be amplified until it embraced the functions of the previous distributing agencies (retailers) which had turned out most unsatisfactorily.

This normal annual rice supply has now been assured by the decision of the Government of India to allot to Malaya 240,000 tons of rice in respect of the current year. This allotment, coupled with purchases already effected in Saigon and covering some 130,000 tons, supplemented by local rice crop, has now secured the normal supply for the peninsula and, for Singapore, the necessary amounts upon which the depot system must depend.

Until the Government of India had announced an extension of Malaya's allotment—which extension brought up that allotment to the 240,000 tons mentioned above—the Government of the Straits Settlements had to consider a modus vivendi based on a rice supply not up to the normal. To this end, a "Rationing" system by household coupons was decided upon, and an organisation was built up of voluntary workers to carry this into being.

Though the unflagging energy and public spirit of the depot-holders and of the gentlemen who offered their services to organise this system, it became possible, by the beginning of May, to state a date by which it was considered practicable to commence household rationing by coupons throughout Singapore town and island. To reach this position, not only had a census to be taken of the population, house by house—a task carried out by nearly 200 volunteers, mostly Chinese gentlemen—but districts schedules had to be compiled, depots chosen, depot areas divisions made, ration allotments computed, and staffs organised for the 42 depots which were established, and which were situated in premises voluntarily offered, free of rent.

As this work was nearing completion, the Government of India's announcement of a large rice allotment for Malaya assured to the Peninsula the normal annual supply. The Government of the Colony, in the changed circumstances, decided accordingly that the household coupon rationing system on the lines set out above was no longer a necessity. The initiation of this system has therefore been cancelled.

Distribution under control is still, however, essential, since the supply assured is only sufficient for the needs of Malaya if carefully husbanded and economically consumed.

The Government, therefore, hopes that the present depot-holders will continue, and extend, the depot system which has for the past four months worked so satisfactorily.

It is to be noted that these depots are worked for no profit to the holders, who have unanimously agreed that such profits as may accrue shall be devoted to charitable purposes. The profits referred to above represent the balance left after purchase of rice at the Government rate and after distribution of such sale at the controlled rate, minus expenses of staff and transport.

The thanks not only of the Government but of the whole community are due to those public-spirited gentlemen who have spared themselves no trouble in a very arduous and exacting undertaking.

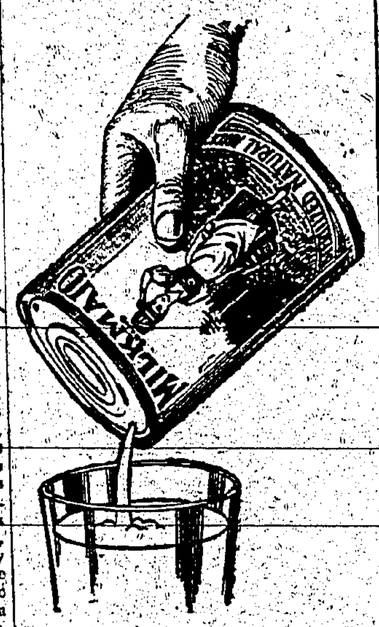
GERMANY'S RECOVERY.

A GERMAN VIEW OF POSSIBLE STATE BANKRUPTCY.

Owing to the spectacular character of recent events it is interesting to refer to Herr Fritz Naphtali's views on State bankruptcy, which commanded much attention in the discussion of Germany's economic condition.

Just before the outburst of mad speculation he described the country as sliding down the economic plane with a sinking of the forces of production, the collapse of the values, and the many phenomena which have been witnessed during the first quarter of 1920. He carried his views so far as to depict an economic catastrophe, leading to "starvation and total lack of the necessities of life." He states that State bankruptcy—"the situation when a sovereign State does not fulfil at all or not wholly its obligation of payments to creditors, from inability to pay, or because it does not choose to pay"—is not a violent explosion which destroys everything, but in modern financial history has frequently been a means of economic recovery. Germany's obligations to foreign countries and States would not be removed by a condition of State bankruptcy. Annulment of loans through such bankruptcy would remove the burden of a considerable sum from the Budget, but at the same time German economy would completely collapse, and a multitude of individual failures would result, whilst production would wane. He adds that economic soundness may be gained only by augmented production.

Germans who have reached same views on the acute economic position prevailing in Europe to-day are devoting their energies to production on a larger scale than ever before, recognizing that output and export, accompanied by individual and national thrift, are the only true paths to financial reconstruction. Further, news from Germany has disclosed many rumours of drastic action and control should the movement toward her declaration of insolvency proceed to lengths. A section of the German population leans too much upon opinions expressed by certain residents in England, whose views are far from representative of general sentiment.

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934

WEATHER REPORT.

May 25th, at 12.07—No returns from Japan and Vladivostock.

Pressure has decreased slightly at Weihaiwei, Haiphong and Hongkong; it has increased slightly elsewhere. A depression is situated over Tongking.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.53 inch. Total January 1st, 21.73 inches against an average of 20.49 inches.

The forecast for the 24 hours ending at noon to day is as follows:—

DISTRICT	FORECAST.
Hgonkong to Gap Rock	S. or variable winds, moderate; cloudy, rain.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOICAL REGISTER.

Hongkong Observatory, May 25th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.75	29.74	29.74
Temperature	81	78	83
Humidity	82	97	81
Wind Direction	SW	calm	SSW
Force	3	0	2
Weather	...	m	c
Rain	0.23	—	0.50

Highest open air Temperature on 24th...88
Lowest open-air Temperature on 25th...76

HONGKONG TIDE TABLE.

From May 26th to June 1st, 1920

		HIGH WATER			LOW WATER		
	Height of Fresh Water above Datum of Soundings	Hongkong Standard Time		Height	Hongkong Standard Time		Height
	ft. in.	h. m.		ft. in.	h. m.		ft. in.
Wed.	25	m 5.39		5 0	m 10.52		3 8
		5.25		5 2	11.2 a		3 2
Thur.	27	m 6.17		5 2	m 0.18		3 2
		6.18 a		5 0			
Fri.	28	m 6.49		5 7	m 0.8		2 4
		7.21 a		4 8	1.13 a		2 6
Satur	29	m 7.14		6 2	m 0.45		2 6
		8.21 a		4 7	2.3 a		2 0
Sun.	30	m 7.44		6 5	m 1.19		2 7
		9.15 a		4 6	2.39 a		1 6
Mon.	31	m 8.16		6 8	m 1.53		2 8
		10.3 a		4 5	3.17 a		1 2
Tues.	1	m 8.43		7 0	m 2.24		2 9
		10.49 a		4 4	3.54 a		1 0

INDO-CHINA
STEAM NAVIGATION COMPANY. LIMITED.
SAILINGS SUBJECT TO ALTERATION

KOBE	"KUMSANG"	Thurs. 27th May, 5 P.M.
TIENTSIN VIA WEIHAIWEI & CHEFOO	"CHEONGSHING"	...Fri., 28th May, D'light.
MANILA	"LOONGSANG"	Fri., 28th May, 3 p.m.
KOBE	"NAMSANG"	...Sun., 30th May, D'light.
SANDAKAN	"HINSANG"	Thurs., 3rd June, Noon
STRAITS & CALCUTTA	"LAISANG"	Thurs., 3rd June, 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.
SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all northern and Yangtsze Ports via Shanghai.
MANILA LINE:—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE:—Sailings approximately weekly, for passengers and cargo calling at Hollow when inducement offers.
BORNEO LINE:—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuadat, Jesselton Labuan, Tawao and Lahad Datu.
TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.
S.S. "LAISANG"
will be despatched on or about June 3rd, for SINGAPORE, PENANG & CALCUTTA.
Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.
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VESSEL	DUE HONGKONG
"CARDIGANSHIRE"	12th June.
"GLENSANDA"	25th June.
"GLENAPLE"	30th June.
"GLENTARA"	12th July.

HOMEWARDS.

VESSEL	LEAVES HONGKONG	DISCHARGES
GLENADE"	27th May	GENOA, LONDON & ANTWERP.
PROFESSOR"	3rd June ...	LONDON.

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For Charter Rates and all other particulars apply to the
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123

SHIPPING NEWS

ARRIVALS.

May 24th.

Fee Lee, Chinese str., 889 tons, Capt. Miyaoka, from Weihaiwei, with a general cargo.—Yue Tai Hong.

Kueichow, British str., 1,220 tons, Capt. McCulloch, from Canton, with a general cargo.—B. & S.

Sinkiang, British str., 1,616 tons, Capt. Barkus, from Shanghai, with a general cargo. B. & S.

Tahchee, British str., 4,500 tons, Capt. Mackenzie, from Calcutta.—Standard Oil Co.

Taga Maru, Japanese str., 1,477 tons, Capt. Moliri, from Keelung, with a cargo of coal.—O.S.K.

May 25th.

Aki Maru, Japanese str., 3,676 tons, Capt. Shibata, from Nagasaki, with a general cargo.—N.Y.K.

Chuen On, Chinese str., 234 tons, Capt. Chan Chau, from Kwong Chow Wan, with a general cargo.—Lee Hong.

Hsintah, Chinese str., 1,340 tons, Capt. Glen, from Shanghai, with a general cargo.—C.M.S.N.

Zimburg, Dutch str., 1,141 tons, Capt. Leylemaker, from Canton, in ballast.—Asiatic Petroleum Co.

Tsushima Maru, Japanese str., 2,900 tons, from Singapore, with a general cargo.—N.Y.K.

Wing Sang, British str., 1,517 tons, Capt. Croft, from Shanghai and Swatow, with a general cargo.—J. M. & Co.

CLEARANCES.

May 22nd.

Amakusa Maru, for Keelung.
China, for San Francisco.
Delight, for Seattle.
Hachiro Maru, for Chingwantao.
Hak Canton, for Sama Bay.
Ichang, for Canton.
Innaminika, for Basrah.
Kung Ping, for Shanghai.
Lake Gilpen, for Calcutta.
Liangchow, for Canton.
Mishima Maru, for London.
Mutlra, for Calcutta.
Neptunus, for Singapore.
Tai Sze Ma, for Hoihow.
Tango Maru, for Yokohama.
Wa Sun, for Macao.
Ying Chow, for Shanghai.

May 23rd.

Carmarthenshire, for Shanghai.
Haruna-san Maru, for Hongay.
Huichow, for Canton.
Sui Yick, for Shanmei.

May 24th.

Chinhua, for Bangkok.
Choyo Maru, for Saigon.
Georgy, for Quinhon.
Ichang, for Shanghai.
Kaiping, for Haiphong.
Kwangtah, for Canton.
Kwanglee, for Canton.
Lake Farrar, for Soutabaya.
Shun Cheong, for Kwong Chow Wan.
Wa Sun, for Kwong Chow Wan.

May 25th.

Eastern, for Melbourne.
Foushing, for Sourabaya.
Hailoong, for Foochow.
Haiping, for Kwong Chow Wan.
Hero, for Chingwantao.
Kwai Wah, for Tourane.
Luzon Maru, for Singapore.
Protesilaus, for Seattle.
Sanuki Maru, for Calcutta.
Sinkiang, for Canton.
Tak Chee, for San Francisco.
Taishun, for Shanghai.
Taming, for Manila.

PASSENGERS.

DEPARTURES.

Per s.s. *Eastern*, on May 25th:—Mr. R. G. Nicanor, Mr. and Mrs. W. G. Drayton, Mr. A. Leon, Miss E. Prentice, Miss A. McEwan, Miss M. J. McNeur, Mrs. J. Drew, Miss M. E. Cannon, Miss R. Bevan, Mrs. and Miss Beckett.

SHIPPING MOVEMENTS.

The s.s. *Takado* left Moji for this port on the 25th inst. and is due here on the 29th inst. at about noon.

The R.M.S. *Monteagle* left Kobe at noon on May 23rd and was due at Moji at 8 a.m. on May 24th.

The R.M.S. *Empress of Asia* left Shanghai at noon on May 23rd and is due at Manila at daylight to-day.

The T.K.K. s.s. *Shinyo Maru* arrived at Yokohama on May 24th and sails on May 27th for Hongkong *via* Manila, being due here on June 8th.

The s.s. *Bouton Castle* left Singapore for Hongkong on May 28th.

The s.s. *Lowther Castle* arrived at Yokohama on May 22nd.

The N.Y.K. s.s. *Sado Maru* (European line) left Shanghai for this port on May 24th and is expected here on May 27th.

The China Mail S.S. Co.'s *Nanking* sailed from Shanghai yesterday, and she may be expected to arrive in Hongkong on Friday morning, May 28th.

N.Y.K. DIVIDEND.

The Nippon Yusen Kaisha dividend for the last business term has been fixed by the Directors at 40 per cent. per annum. The rate is 10 per cent. lower than the figure for the preceding term, without taking into account a special dividend of an additional 50 per cent. which was paid in that term to distribute a part of the company's reserve funds among the shareholders.

OPPOSITION TO PHILIPPINE SHIPPING MEASURE.

The following Washington telegram dated May 10th, appears in Japan papers:—The Senate has tentatively adopted without vote and without debate the committee amendment to the House Bill providing for a permanent merchant marine policy under private ownership, but authorized the Permanent Shipboard created by the act to sell the merchant fleet built by the Government during the war as soon as practicable. Authorization was further given to set aside annually a certain sum, derived from the sale or operation of vessels, to be used to build new vessels.

Senator Nelson (Minnesota) criticized the proposal to extend to the Philippines the provisions regulating coastwise trade and requiring it to be American-owned. He declared that such a provision would put the people of the Philippines in a straight jacket and would mean that none of the Islands' products would come to this country except in American ships.

THE "EMPRESS OF CANADA."

The R.M.S. *Empress of Canada* will be launched on August 17th at the yards of the Fairfield Shipbuilding and Engineering Company, Coxan, Scotland. The steamer will be of 22,000 tons, and will be 644 feet in length, 77 feet breadth, and 53 feet depth. There are a number of special features in connection with the ship. She will have accommodation consisting of single, double and triple berths, state-rooms and toilets, state-rooms with bath-rooms and toilets, state-room en suite, swimming pool, gymnasium, etc. The entire promenade is devoted to special and amusement purposes, including lounge, card room, gallery lounge, writing room, smoking room, verandah cafe, and other unique features. According to present arrangements the *Empress of Canada* will leave Liverpool about the middle of March, 1921, and will make a cruise to Gibraltar, Monaco, Naples, Port Said, Suez, Bombay, Colombo, Singapore, Batavia, Manila, Hongkong, Shanghai, Kobe, and Yokohama, reaching Vancouver early in June, 1921, when she will take her place on the Trans-Pacific run.

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VETARZO BLOOD MEDICINE. BRAIN AND NERVE FOOD.
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STEAMERS	FROM HONGKONG	DUE VANCOUVER
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
*Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
*Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
*Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3

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EMPRESS OF RUSSIA 16,850 Tons Reg. / EMPRESS OF ASIA 16,850 Tons Reg. — Gold $603
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S.S. "PERSIA" Sailing on or about 20th June.
For BRINDISI, VENICE & TRIESTE via SINGAPORE PENANG & COLOMBO
S.S. "AFRICA"
Sailing on or about June 2nd.

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For JAVA.
S.S. "BORNEO MARU" 11th June.
For JAPAN
S.S. "SAMARANG MARU" ... Sailing on or about 9th June.

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HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
THE SUNSHINE BELT.
The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.

S.S. "WEST CADDOA" Wednesday, May 26th, for San Francisco direct
S.S. "EASTERN MERCHANT" Tuesday, May 25th, for San Francisco via Shanghai and Japan Ports.
S.S. "WEST CONOB" Beginning of June, for Baltimore, via Suez and usual Ports of call.

HONGKONG—CALCUTTA SERVICE.
S.S. "LAKE GITANO" Thursday, May 26th, for Calcutta via Singapore and Penang.
Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.
For further information apply to—
PACIFIC MAIL S.S. CO.
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N. Y. K.
NIPPON YUSEN KAISHA
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports
Cargo to Overland Points U.S. in connection Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.
FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAJIMA MARU (calling Manila) Wednesday, 30th June, at 11 a.m.
KATORI MARU (calling Manila) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.
SADO MARU Friday, 28th May, at Noon.
KITANO MARU Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo Suez and Port Said.
TOYOOKA MARU Friday, 11th Jun.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.
KAMAKURA MARU Friday, 28th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
AKI MARU Wednesday, 26th May, at 11 a.m.
TANGO MARU Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.
KAWACHI MARU Beginning of July.

BOMBAY & COLOMBO via Singapore.
KANAGAWA MARU Wednesday, 26th May.
BOMBAY MARU Wednesday, 2nd June.

CALCUTTA & RANGOON via Singapore & Penang.
SANUKI MARU Tuesday, 25th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU Friday, 28th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KAMO MARU Thursday, 3rd June, at 11 a.m.
AWA MARU Thursday, 3rd June.
SHINZUI MARU Saturday, 5th June.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 293 & 293
S. YASUDA, Manager.

CHINA MAIL S.S. CO., LTD.
SPECIAL SAILING
S.S. "NILE"
HONGKONG TO SINGAPORE.
The S.S. "NILE" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at Noon, returning on or about June 14th.
For full particulars regarding freight or passage apply to—
O. H. RITTER,
AGENT.
Prince's Building,
Ice House Street.
Telephone, Passenger Dept. 1934.
Freight Dept. and Agent 2161. 653

SERVICE to UNITED STATES
NEW YORK and/or BOSTON
via Panama
S.S. "DRYDEN" Sails about May 26th
S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to:—
BARBER STEAMSHIP LINES, INC.,
THE ADMIRAL LINE
TELEPHONE 2477 & 2478 AGENTS. 5TH FLOOR HOTEL MANSIONS. 208

LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.
HONGKONG
TO
LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS	ABOUT	SAILING	ABOUT
S.S. WEST HIXTON ...	June 15th.	S.S. WEST HIXTON ...	June 17th
S.S. WEST MONTOP...	July 10th.	S.S. WEST MONTOP...	July 12th
S.S. WEST HIKA ...	Aug. 10th.	S.S. WEST HIKA ...	Aug. 12th

Through Bills of Lading to all U.S. and Canadian Overland Points no Transhipment en-route—Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.
Head Office:—Los Angeles, Calif. Hongkong Office:—Prince Building, Chater Rd
Branch Office:—Kobe, Shanghai, Manila, Singapore. Tel. No. 1062
CHAS. E. RICHARDSON
General Agent for South China.
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AMERICAN & ORIENTAL LINE

For HAVANA & NEW YORK via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE
INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "KATHLAMBA ... Second half July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,
General Agents.

or to Reiss & Co., Canton.

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"HANGCHOW"	On 26th May, Noon.
NEWCHWANG, CHEFOO, NICHWANG & TIENTSIN	"KUEICHOW"	On 26th May, 3 P.M.
SHANGHAI	"SINKIANG"	On 27th May, Noon.
SWATOW and SINGAPORE	"LIANGCHOW"	On 28th May, 11 A.M.
SHANGHAI & TSINGTAO	"CHENAN"	On 29th May, 4 P.M.
AMOY, SHANGHAI & FUKOW	"SUIYANG"	On 1st June, 3 P.M.
SHANGHAI	"SUNNING"	On 3rd June, Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 28

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	28th May, at 2 P.M.
"HAICHING"	Capt. A. H. Stewart	TUESDAY,	1st June, at 2 P.M.
"HAILOONG"	Capt. J. S. Thomson	FRIDAY,	4th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.N. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"EURYMACHUS"	via Panama	26th May.
"DEUCALION"	via Suez	5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE on THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON RE'SS & CO. CANTON.

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P. & O. - BRITISH INDIA.
APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
* "NOVARA"	7,000	27th May Noon	Marseilles, London & Antwerp.
* "DELTA"	8,000	5th June.	MARSEILLES L'DON & ANTWERP.
* "NELLORE"	7,000	13th June.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	29th May 1 P.M.	Straits, Rangoon & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"KIDDERPORE" (cargo only)	5,200	1st June	For Melbourne, via Sandakan Thursday Island, Sydney & Brisbane.

SAILINGS TO SHANGHAI & JAPAN

"KARMALA"	9,000	2nd June.	Shanghai & Japan.

* CALLS AT ANTWERP

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 9ft. x 4ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GONDAKER & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. 1

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS"	About June 10th
"ICONIUM"	About June 22nd.
"WHEATLAND MONTANA"	About July 12th.

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"MONTAGUE"	About June 15th.
"WABAN"	About June 23rd.
"ABERCOS"	About July 10th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. Fifth Floor, HOTEL MANSIONS.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" 15,000 tons. "CHINA" 10,000 tons. "NILE" 12,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	"CHINA"	"NILE"
June 2nd.		June 19th.

An unsurpassed high-class passenger service.

O. H. RITTER, Prince's Buildings, Ice House Street.
Telephone, Passenger Dept. 1234. Telephone, Freight Dept. and Agent 2161.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
TENYO MARU	23,000	May 27th.
SIBERIA MARU	20,000	June 13th. (from Yokohama
* SHINYO MARU	23,000	June 17th.
PERSIA MARU	9,000	July 5th.
* KOREA MARU	20,000	July 14th.

* Calling at Keelung

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,200	July 12th.
ANYO MARU	18,500	Sept. 8th
SEIYO MARU	14,000	Nov. 9th

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd and the Pacific Mail Steamship Co.

Passengers may travel by Rail between Ports of Call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and The Panama Canal.

Steamer	Leaves Hongkong
CHOYO MARU	MAY 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUITSUMI, Manager
King's Building.

Telephone 2374 and 2375.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

Destination	Steamer & Displacement	Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"AMAZONE" ...10,000	On or about —
SHANGHAI (Only)		
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"CORDILLERE" ...10,000	On or about 2nd June.
	"PORTHOS" ...20,000	On or about 23nd June
Cargo boat for PORT SAID, HAVRE AND TWERP and LONDON	"LIEUTENANT DE LA TOUR"	On or About 19th June.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

TELEPHONE 740.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly directly service via Singapore and Port Said.

"HAVRE MARU" (Call Marseilles)	Wednesday, 16th June.
"HIMALAYA MARU"	Middle of July.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"PANAMA MARU"	Friday, 28th May
"SEATTLE MARU"	Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Wednesday, 2nd June.
"GANGES MARU"	Middle of June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"UNNAN MARU"	Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Island.

"MITSUKI MARU"	Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway

"AFRICA MARU" (call at Manila)	Thursday,	27th May.
"CHICAGO MARU" (call at Manila)	Saturday,	5th June.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"ALASKA MARU"	Sunday, 20th May.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

MADRAS MARU" (call Kobe & Yokohama)	Wednesday, 26th May.

KEELUNG via SWATOW & AMOY.—These steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU	Sunday, 30th May.

TAKAO via SWATOW & AMOY.

"SOSHU MARU"	Thursday, 3rd June.
"SHISEN MARU"	Monday, 14th June.

For Takao (direct)

For sailing dates and further particulars please apply to:—

Y. YASAUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	20th May	26th May 4 p.m.
"CHANGSHA"	17th June	22nd June

SAILING SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Lights throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	*Chenan*	26th May.
Shanghai	*Novara*	26th May.
U.S.A., Canada and Shanghai ...	*Empress of Asia* ...	28th May.
Bombay	*Portland Maru* ...	29th May.
Japan	*Takada*	29th May.
Straits	*Kevin Maru* ...	2nd June.
Bombay	*Shinsu Maru* ...	4th June.
Straits	*Ava Maru*	4th June.
Bombay	*Heimei Maru* ...	6th June.
Bombay	*Meiki Mru* ...	6th June

OUTWARD MAILS.

For	Per	Date
Swatow and *Straits	*Kanchow*	Wednesday, 26th, 9.00 A M
*Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India via Dhanushkodi, *Bombay and *Aden ...	*Luzon Maru* ...	Wednesday, 26th, 9.00 A M
Philippine Islands, Australia and New Zealand via Thursday Island ...	*Aki Maru* ...	Wednesday, 26th, Registration 8.45 A M, Letters 9.30 A M
*Shanghai and *North China	*Hangchow* ...	Wednesday, 26th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA and EUROPE via VANCOUVER, B.C.	*Empress of Japan*	Wednesday, 26th, Registration 9.45 A M, Letters ... 10.30 A M
Philippine Islands	*Tahchee*	Wednesday, 26th, 11.00 A M
Haiphong	*Hanoi*	Wednesday, 26th, 1.00 P M
Weihaiwei and Chefoo	*Kweichow*	Wednesday, 26th, 2.00 P M
Philippine Is., Sandakan, Australia New Zealand via Thursday Island ...	*Taiwan* ...	Wednesday, 26th, Registration ... 1.45 P M, Letters 2.30 P M
*Shanghai, *N. China & *Japan via Nagasaki	*Tsushima Maru*	Wednesday, 26th, 3.00 P M
Formosa via Keelung	*Taga Maru* ..	Wednesday, 26th, 4.00 P M
Formosa via Keelung	*Chojun Maru*	Wednesday, 26th, 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & *EUROPE via SUEZ	*Stentor* ...	Wednesday, 26th, Registration 5.00 P M, Letters ... 5.00 P M
The Parcel Mail will be closed on Wed'day, May 26th, at 3 p.m. ...		
Philippine Islands, *Shanghai, *North China, *Japan via Nagasaki, *Canada, *United States, Central and South America and *EUROPE via VICTORIA, B.C. ...	*Africa Maru*	Thursday, 27th, Registration 9.15 A M, Letters — 10.00 A M
*Straits, *Bangkok, *Ceylon, *Mauritius, *L. Marques, *South Africa, *India via Dhanushkodi, *Egypt & *EUROPE via SUEZ	*Glenade* ...	Thursday, 27th, 10.00 A M
*Shanghai and *North China	*Sinkiang*	Thursday, 27th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES, CENTRAL & SOUTH AMERICA, AND *EUROPE via SAN FRANCISCO	*Tenjo Maru*	Thursday, 27th, Registration 9.15 A M, Letters ... 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES ...	*Novara*	Thursday, 27th, Registered ... 9.45 A M, Letters ... 10.30 A M
*Japan via Kobe	*Kumsang* ...	Thursday, 27th, 6.00 P M
Swatow and *Straits	*Liangchow* ...	Friday, 28th, 10.00 A M
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES ...	*Sado Maru*	Friday, 28th, Registration ... 9.45 A M, Letters ... 10.30 A M
Swatow, Amoy, and Foochow	*Hai Hong* ...	Friday, 28th, 1.00 P M
Philippine Islands	*Loongsang* ...	Friday, 28th, 2.00 P M
Straits, Bangkok, Calcutta and Aden ...	*Takada* ...	Saturday, 29th, Noon
Shanghai and North China	*Chenan* ...	Saturday, 29th, 3.00 P M
Swatow, Amoy and Formosa via Keelung ...	*Kaijo Maru* ...	Sunday, 30th, 9.00 A M
		—: JUNE :—
Swatow, Amoy, and Foochow	*Haiching* ...	Tuesday, 1st, 1.00 P M
Amoy, *Shanghai and *North China ...	*Suiyang* ...	Tuesday, 1st, 2.00 P M
*Shanghai and *North China	*Sunnan* ...	Thursday, 3rd, 10.00 A M
*Shanghai, *N. China, and *Japan via Kobe	*Kamo Maru*	Thursday, 3rd, 10.00 A M
Swatow, Amoy and Foochow	*Hai Loong* ...	Friday, 4th, 1.00 P M

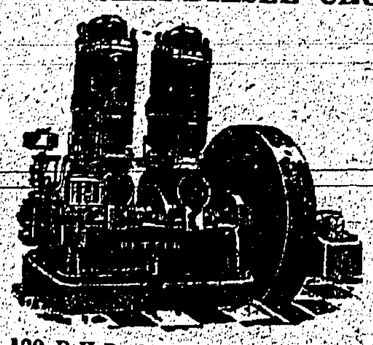
* Correspondence bearing vessel's name only.

From Shasngwan Western Branch P. O.

For	On Week-days	On Sunday	On Holidays
Canton and Samshui	7.30 A.M.	9.30 P.M.	7.30 A.M.
	9.30 P.M.		9.03 A.M.
Tai Ping Tung	9.30 P.M.		9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Konsmoon	8.00 P.M.	9.30 P.M.	6.00 P.M.
Kaukong	8.00 P.M.	6.00 P.M.	6.00 P.M.
	6.00 P.M. Except Saturday	6.00 P.M.	6.00 P.M.
Wuchow	4.00 P.M.	10.30 A.M.	4.00 P.M.

VICKERS-PETTER

SEMI-DIESEL CRUDE OIL ENGINES



SIMPLICITY—RELIABILITY—ECONOMY

A STANDARD SERIES

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

100 B.H.P. VICKERS-PETTER SEMI-DIESEL LAND TYPE ENGINE. 10 TO 450 B.H.P.

For further particulars apply to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG,

Sole Agents for Hongkong & South China.

COMMERCIAL.

OPENING QUOTATIONS.

	May 25th
On London:—	
Telegraphic Transfer	4/4
Bank Bills, on demand	4/4⅛
Bank Bills, at 30 days' sight	4/4⅛
Bank Bills, at 4 months' sight	4/4⅛
Credits, at 4 months' sight	4/4⅛
Documentary Bills, 4 months' sight	4/4⅛
On Paris	
Bank Bills, on demand	—
Credits, 4 months' sight	1250
On New York:—	
Bank Bills on demand	93⅞
Credits, at 60 days' sight	85⅞
On Bombay:—	
Telegraphic Transfer	206
Bank Bills, on demand	nom.
On Calcutta:—	
Telegraphic Transfer	206
Bank Bills, on demand	nom.
On Shanghai:—	
Bank Bills, at sight	nom
Private, 30 days' sight	nom.
On Yokohama.—On demand	164½
On Manila.—On demand—Pesos	172
On Singapore.—On demand	187½
On Batavia.—On demand	213½
On Haifong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	48½
Sovereigns, Bank's Buying rate	$ 4.50 n.
Gold Leaf 100 fine, per tael	$31.80
Bar Silver per oz	39½d.

Subsidiary Coins.

	Per cent.
Hongkong...20 cents piece	80.00 Discount.
Hongkong...10 "	0.55 "
Canton ...20 "	0.50 "
Canton ...10 "	0 00 Premium

香港華商總會報
HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO

(Chinese *Daily Press*)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE.

Terms for Advertising (Translation fee) can be obtained at the Office, 10A, Des Vœux Road Central. Hongkong, 13L, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical Colloquial Chinese.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919. 9

THE BANK OF TAIWAN LIMITED
(TAIWAN GINKO)

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ...	Yen 60,000,000
Capital (Paid-up)	,, 37,500,000
Reserve Funds	,, 7,030,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.

CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANERS:
LONDON, COUNTY, WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Vœux Road, Central,
Hongkong, November 1st, 1919. [42

THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorised Capital ...	£1,500,000
Subscribed	1,500,000
Paid-up	750,000
Reserve Fund & Rest	848,000

Bankers:
The BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bhara	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong April 20th, 1920. [44

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

AUTHORIZED CAPITAL ...	F. 250,000,000
SUBSCRIBED CAPITAL ...	F. 150,000,000
PAID UP	F. 75,000,000
SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC	F. 50,000,000
Chairman of the Board of Directors ...	André Berthelot
General Manager ...	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour l'assorimser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL,
Manager.

Hongkong, April 28th, 1920.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital ...	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. PONG WAI TSEU, Chairman.
Mr. Chow Shou Son, Mr. Kar Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Luk.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—Li Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 % per annum.
For 6 months at the rate of 4 % per annum.
For 12 months at the rate of 5 % per annum.

KAN TONG PO, Chief Manager.

Hongkong, February 1st 1920. [100



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE BANK OF CHINA
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.

Authorized Capital ...	$60,000,000.00
Paid-up Capital ...	12,278,800.00
Reserve Funds ...	3,197,400.00

HEAD OFFICE:—PEKING

HONGKONG BRANCH:—20-21, Connaught Road Central, Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE I-EI,
Manager.

Hongkong, February 6th, 1920. 84

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. CROCKATT,
Manager.

Hongkong, March 27th, 1920. 83

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Vœux Road Central
Hankow Branch:—Pandit Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. UBANG LI,
Manager.

Hongkong, July 7th, 1919. 99

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$22,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. R. V. D. PAPE—Chairman.
A. H. COMPTON, Esq.—Deputy Chairman.
G. M. Dodwell, Esq. — Hon. Mr. J. Johnstone
G. T. M. Edkins, Esq. — A. O. Lang, Esq.
A. S. Gubbay, Esq. — W. L. Pattenden, Esq
Hon. Mr. P. H. Holyoak — J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. STABB, Esq.

Acting Manager:
Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 13th, 1920. 5

BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Capital	Frs. 40,000,000
Reserves	,, 10,000,000

BRANCHES AND AGENCIES.

Bangkok	Hongkong	Saigon	
Batsambang	Mongtse	Shanghai	
Canton	Noumea	Singapore	
Djibouti	Papeete	Tientsin	
Haiphong	Peking	Touranne	
Hankow	Pnom-Penh	Vladivostock	
Hanoi	Pondichery		

BANKERS:
FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.
IN LONDON: The National Provincial Union Bank of England Ltd Comptoir National d'Escompte Paris Credit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, December 1st, 1919. 76

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